REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,603.—New Series. BOMBAY:—SATURDAY, JUNE 21, 1873. Subscription in Advance. { For a Year.....Rs. 42 / For Six Months ..Rs. 24 } Including Postage

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale:—

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All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship JAVA, 1,465 Tons, 180 H.P., Commander J. Avery, will be despatched on THURSDAY, the 26th June 1873, at 4 P.M.

June 1873.		July 1873.	
Leave BOMBAY	26	Leave Negapatam	9
,, Carwar	28	,, Madras	11
,,	July.	,, Coconada	13
,, Narrakal for Cochin	2	,, Vizagapatam	14
,, Alleppy	2	,, Bimlipatam	14
,, Tuticorin	4	,, Gopalapore	15
,, Colombo	5	,, False Point	16
,, Galle	6	Arrive CALCUTTA	18

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

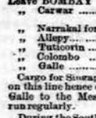
During the South-west Monsoon, viz., from 17th May 1873, to the end of August, it is uncertain whether communication can be maintained with the ports of Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, the Steamers will however call at these ports, weather permitting. Passengers for the Neilgherries can be landed at Narakal, six miles north of Cochin whence they may proceed by back water to stations on the Madras Railway.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH, and sailing occasionally at BHAREIN, KOWEIT, and MAHAMERAH.

The s.s. PENANG, 698 Tons, 120 H.P., Commander F. Cotton, will be despatched on WEDNESDAY, the 2nd July, 1873, at 2 P.M.

July 1873.		July 1873.	
Leave BOMBAY	2	Leave BUSREH	21
,, Kurrachee	5	,, Fao	21
,, Guadur	7	,, Bushire	23
,, Muscat	9	,, Bahrein	23
,, Bunder Abbas	11	,, Linga	27
,, Linga	13	,, Bunder Abbas	29
,, Bushire	15	,, Muscat	31
,, Koweit	17		August.
,, Fao	17	,, Guadur	2
,, Mahamerah	17	,, Kurrachee	4
Arrive BUSREH	18	Arrive BOMBAY	8

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the S. W. Monsoon despatch a Steamer to Kurrachee every SATURDAY, at 2 o'clock.

The days of departure during the fair Season commencing from 22nd September will be FRIDAY and MONDAY.

The Steam-ship EUPHRATES, 853 Tons, 400 H.P., Commander J. Melville, will be despatched on SATURDAY, the 21st June 1873, at 2 P.M.

The Steam-ship BURMAH, 1,025 Tons, 200 H.P., Commander J. R. Gavin, will be despatched on WEDNESDAY, the 25th June 1873, at 2 P.M.

The Steam-ship PENANG, 698 Tons, 120 H.P., Commander F. Cotton, will be despatched on WEDNESDAY, the 2nd July 1873, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY, (VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA and BOMBAY on the 21th, on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£6	
Suez	30	22	8	Wines.
Port Said	38	24	9	
Alexandria	39	25	9	
Messina	50	34	14	
Naples	50	34	14	Including
Leghorn	50	34	14	
Genoa	50	34	14	Without Food.
Marseilles(transhipment at Genoa)	52	35	14-10	

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamer from Bombay:—

PERSIA, on TUESDAY, 1st July 1873.
ARABIA, on FRIDAY, 1st August 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Arents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

CONSIGNEES of CARGO per s.s. EUROPEAN, arrived from LIVERPOOL, are requested to send their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS from the Bundars.

W. & A. GRAHAM & Co.,
Agents, s.s. European.

Bombay, 19th June 1873.

F. BRABY and CO., LIMITED,
FITZROY WORKS, EUSTON ROAD, LONDON,
MANUFACTURERS OF
IRON BUILDINGS AND ROOFS,
VERANDAHS IN EVERY DESIGN,
WROUGHT IRON TANKS IN ANY FORM AND SIZE,
GALVANIZED CORRUGATED IRON, ZINC ROOFING, SHEET AND PERFORATED ZINC,
WROUGHT IRON WORK OF ALL DESCRIPTIONS MADE TO ORDER.
Estimates submitted on application.

The Company having recently made large additions to their premises and machinery, are in a position to execute orders with great promptitude.

JOHN MOIR AND SON,
ABERDEEN,
AND
14, COMMERCIAL STREET, LONDON,

Would direct attention to their present stock of

SOUPS,	BACON,
FISH,	SAUSAGES,
JAMS,	OX TONGUES,
JELLIES,	PICKLES,
MARMALADE.	SAUCES, &c.

The BACON and SAUSAGES are now not only prepared by J. M. and Son, but the Pigs, being Bred and Fed by them, are of undoubted quality.

BRISTOW, EDMONDS & WILLIAMS,
(Late BRISTOW & EDMONDS,)
PERFUMERS, FANCY SOAP MAKERS,
AND DRUGGISTS,
ALSO
GENERAL BRUSH MAKERS,
WHOLESALE AND EXPORT,
5, BISHOPSGATE AVENUE, CITY, E.C.,
LONDON,
(Established nearly 100 Years.)

So well known for their

ESSENCE OF PEPPERMINT, ESSENCE OF JAMAICA GINGER, and their JAMAICA and MARROW POMATUM.

These preparations are unique and unrivalled.

MANUFACTURERS OF

SEIDLITZ AND SODA POWDERS,
Specially for India, China, and the East.
CITRATE OF MAGNESIA,
In bottles of various sizes.
COLD CREAM, BEAU'S GREASE and CIRCASSIAN CREAM, Rose, Jasmine and Macassar Oils, Lavender Water, and Eau de Cologne.
ESSENCES, BOUQUETS and NOSEGAYS for the Handker, chief in great variety, including Rs. "Bouquet, Jockey Club, Millefleur and Ylang Ylang.
FRENCH ESSENCES AND POMADES.

Liberal terms to Merchants and large Shippers.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 27th June, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. NUBIA, (2,005 Tons, and 450 H. P.), Captain W. B. Hall, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

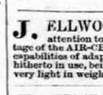
Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

GEO. F. HENRY,
Bombay, 20th June 1873. Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 30th June, at 3 P.M., from Mazagon.



THE P. and O. Co.'s S. S. LOMBARDY, (2,839 Tons and 450 H.P.,) Captain E. M. Gillson, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 27th instant.

GEORGE F. HENRY, Superintendent.

Bombay, 16th June 1873.

SALES BY AUCTION.

CRAWFORD AND COMPANY,
3, MARINE STREET, BOMBAY.

SALE OF PERSIAN ASSAFŒTIDA.

THIS DAY SATURDAY, the 21st instant, at 2 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, by order and in the Warehouse, No. 1, of Mr. Godraz Meucrban Eranee and on account and at the risk of Goolabbass Bhoocandass and Hunsraj L. Ilpee.

108 Packages Persian Assafœtida.

25 per cent. deposit will be required at the time of sale.

CRAWFORD & Co

Bombay, 21st June 1873.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

WEEKLY SALE.

THIS DAY SATURDAY, the 21st instant, Messrs. BENNETT & Co. will sell by Public Auction at their Rooms, a large quantity of Grey and Coloured Piece Goods, &c.

A few articles of Furniture, such as Tables, Chairs, Couch, &c. &c.

6 Bales of Grey Shirtings.
4 Do. do. T. Cloth.

AT 1 P.M.

A handsome English built, self driving Park Phaeton by Ness Brothers, nearly new.

A handsome double-seated Brougham, by Black, with pair of handsome Dark Bay Gulf Arab Horses, 15-1 high, in first-rate condition.

A set of Double Galloway Harness.

A English Black retriever Dog.

AUCTION SALE of very valuable and handsome Household Furniture, Best Plated Rich Crockery and Glassware, a First Class Mahogany Grand Square Sympathetic Piano by Soundy and Co. nearly new, a Handsome Engli-h-built Barouche by Ness, made to order, a pair of Handsome Bay Australian Carriage Horses, sets of best English German Silver Carriage Harness, a splendid collection of choice and rare Plants, &c., at No. 40, Malabar Hill.

On THURSDAY, the 26 h inst., Messrs. BENNETT & Co. are instructed to sell by Public Auction at his residence, at the above-mentioned place, the very valuable and handsome household furniture, piano, carriage, horses, &c., the property of H. W. Payne, Esq.

Full particulars will be given hereafter.

BENNETT & Co

Bombay, 21st June 1873.

NOTICES.

BURLINGTON
HAIR DRESSING & SHAMPOOING SALOON
IS NOW OPEN,
17, CHURCH GATE STREET,
NEXT TO Messrs. CARR BROTHERS.
31st December 1872.

CURSETJEE COWASJEE, WATCHMAKER to the G. I. P. RAILWAY, No. 11, Meadow Street, has lately RECEIVED by last MAIL—

Silver English Watches by Charles J. Hill, Silver Swiss Watches by John Barrell, Silver Swiss Repeaters by John Barrell, Gold Swiss Watches by John Barrell, inside Moon Days and Dates, second independent.

Soldiers' Watches, Musical Boxes, Snuff-Box with Singing Bird, American Clocks Gold Ear-rings, Lockets, and Chain, warranted 9 carats to 18 carats. Warranted fine Silver Chains. Repairs of all kinds undertaken and completed at the shortest notice possible.

Orders from Up-country Stations punctually attended to, if accompanied with remittance.

CURSETJEE COWASJEE,
Watchmaker to the G. I. P. Railway Company

A NEW HAT FOR HOT CLIMATES.

ELLWOOD'S.—Also their

AIR CHAMBER HELMETS,—

J. ELLWOOD & SONS beg to direct public attention to their NEW HAT, which possesses the advantage of the AIR-CHAMBER-PRINCIPLE, combined with greater capabilities of adapting itself to the form of the head than any Hat hitherto in use, being at the same time neat in appearance and very light in weight.

J. ELLWOOD & SONS are also Sole Manufacturers of the INDIAN REGULATION CORK HELMETS free from deleterious India Rubber Manufactory—(Wholesale only), 24, GREAT CHARLOTTE STREET, BLACKFRIARS, S.E. Sample Rooms—98, GRACECHURCH STREET, E.C., LONDON.

DINNEFORD'S FLUID MAGNESIA,
The best remedy for
ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT AND INDIGESTION,
and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for *regular* use in Warm Climates.

DINNEFORD & CO.,
CHEMISTS, LONDON,
And of Druggists and Storekeepers throughout the world.
N.B.—Ask for Dinneford's Magnesia, and use Dinneford's Friction Gloves and Belts.

Agents—TREACHER & Co., Bombay, Byculla, and Poona.

ALUMINIUM WATCHES, £1 1s.; £1 10s. £1 15s.; extra jewelled, £2 2s.

KEYLESS WATCHES, £1 10s., £2 2s., £3 3s., £4 4s. Gold Plaque, plated with Gold, £5 5s., £6 6s. Same as supplied by us to H. R. H. the Prince of Wales and the late Earl Mayo, Viceroy of India. ILLUSTRATED CATALOGUE of the Marvellous Machine-made Watches, specially adapted for use in India; also our Magazine of Cutlery, Clocks, Chains, Race Glasses, Surgical Appliances, and various useful articles for residents abroad, forwarded post free per next mail. MILLIKIN & LAWLEY, 168, Strand, London. Conjuring Tricks and Magic Lanterns in great variety. If Catalogue of these is required please mention when ordering our Magazine.

SHACKLETON & CO.,
EXPORT PROVISION MERCHANTS,
48, BOTOLPH LANE,
AND
2, GROCER'S HALL COURT,
LONDON.

REAL YORK HAMS.
PRIME WILTSHIRE BACON.
BERKLEY, CHEDDAR, PINE, STILTON and EDAM CHEESES, &c., &c.
Orders must be accompanied by remittances or references to first rate London Houses.

KEATING'S
PERSIAN INSECT-DESTROYING POWDER,
AS SUPPLIED TO HER MAJESTY'S GOVERNMENT.
THIS POWDER IS QUITE HARMLESS TO ANIMAL LIFE, but is perfectly unrivalled in destroying Fleas, Bugs, Emmets, Flies, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insects in all stages of metamorphosis.

Sold in Packets, Tins, and Bottles of various sizes.

KEATING'S BON BONS OR WORM TABLETS,
A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering, the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Tins and Bottles of various sizes by all Chemists and Druggists.

THOMAS KEATING,
London, Export Chemists and Druggist.
Sold Retail by TREACHER & Co., Bombay and Poona.

BOOTS BY PARCELS POST FROM LONDON.

THOMAS D. MARSHALL,
Sends his First-Class Boots and Shoes for Ladies or Gentlemen
POST FREE
for One Shilling per pair, in addition to his Catalogue Prices.
LADIES' Kid Walking Boots, 18s. 6d.; Enamelled on Glove Kid, beautifully made, 21s.; Soft House Boots, Satinette or Mock Kid, 5s. 6d.; Morocco, or Grey Linen Slippers, 3s. 6d.
GENTLEMEN'S Elastic Boots for Walking or Dress, 21s.; Porpoise Hide Boots—very soft and strong—Elastic or Balmoral, 30s.; Brown or Enamelled Riding Boots, 65s.

For size send a worn boot, or paper pattern of sole of boot.
Illustrated Catalogues sent Post Free.

All Orders must be accompanied by a remittance. Post Office Orders payable at Chief Office. Cheques crossed "Bank of England."

THOMAS D. MARSHALL,
192, OXFORD STREET, LONDON, W.

BY ROYAL COMMAND.

JOSEPH GILLOTT'S
CELEBRATED
STEEL PENS.

Sold by all Dealers throughout the World.

NEW ADVERTISEMENTS.

BOMBAY EDUCATION SOCIETY.—WANTED, a LADY SUPERINTENDENT for the BYCULLA GIRLS' SCHOOL. Salary Rs. 200 a month, and Furnished Quarters. For full particulars apply by letter to the Secretary.

BOMBAY CRICKET CLUB.—The MATCH arranged for TO-DAY is POSTPONED. The ground is open for Practice daily.

C. A. W. CAMERON,
Honorary Secretary.

THE DELHI AND LONDON BANK (LIMITED) grants LOANS and CASH CREDITS on approved PERSONAL and other SECURITIES on the usual Terms.

Loans on Personal Securities, repayable by Monthly Instalments, must be covered by a Life Policy.

For further particulars apply to the MANAGER at DELHI.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ecclesiastical Side.

In the matter of the last Will and Testament of THAKAR PRAGJEE ANANDJEE, of Bombay, Hindoo Inhabitant, deceased.

GOKALDAS BHANJER and LAKHMIDAS DEWJEE ..... Applicants.

NOTICE is hereby given, that an application for Probate of the last WILL and TESTAMENT of the above-named deceased has been made to the Ecclesiastical Registrar of the High Court by the applicants abovenamed. All persons concerned therein are apprized thereof.—Dated the 20th day of June 1873.

MANSUKHLAL M. MUNSHI,
Applicants' Proctor.

ANTISEPTIC SUPARI OR BETEL NUT
TOOTH PASTE.

The large and increasing demand which has arisen for this efficient and agreeable preparation is the best criterion of its worth as a preserver and cleanser of the Teeth and Gums.

	Cash.	Credit.
In Pots	Rs. 1-4-0	Rs. 1-8-0.

PREPARED ONLY BY
TREACHER & Co., LIMITED,
BOMBAY, BYCULLA, AND POONA.

ADAMS'S PATENT C. F. BREECH-LOADING REVOLVERS, exclusively adopted by H. M. War Department. Reprints of Special Articles from the *Times*, *Engineer*, *Daily Telegraph*, *Pall Mall Gazette*, &c., &c., on competitive trials of this Revolver, with price lists, can be obtained on application. Sole Manufacturers, ADAMS'S PATENT SMALL ARMS Co., Limited, 391, Strand, London, W.C., the only address.

Breech-loading Guns, Rifles, with all necessary Appurtenances.

INK ACCIDENTS PREVENTED—PORTABLE, READY, CHEAP
GRAPHINE
OR
CONDENSED WRITING INK,
Instantaneously producing Permanent Writing Ink of Intense Violet Colour by simply adding Water.

INVALUABLE IN TRAVELLING AND IN HOT COUNTRIES.

PRICE 8 ANNAS PER PACKET.

THACKER, VINING, & Co.

NOTICES.

RIMMEL'S CHOICE PERFUMERY,
Ihlang-Ihlang, Vanda, Henna, Jockey Club, Frangipane, White Rose, Violet, Tea, Coffee, and other sweet Perfumes.

Rimmel's Lime Juice and Glycerine, the best preparation for the Hair. Glycerine and Windsor Soap. Violet, Rice, and other Toilet Powders.

Rimmel's far-famed Toilet Vinegar. Aquadentine for the Teeth. Photochrome, to supersede Hair Dye. Fancy Crackers.

Eugene Rimmel, Perfumer to H. R. H. the Princess of Wales, 96, Strand, 128, Regent Street, and 24, Cornhill, London.

Sold by all Perfumery Vendors throughout the world.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as

"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except cheap, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above, must not be confounded with

"EWBANK'S NAILS,"

the quality of which is so well appreciated as being far superior to that of any other make.

Dog Works:—NEWPORT, MONMOUTHSHIRE, ENGLAND.

NOTICE.

MORSON'S EFFECTUAL REMEDIES
Are sold by Chemists and Druggists throughout the World.

PEPSINE—The popular and professional medicine for indigestion in Monsoon Pyrosine, the active principle of the gastric juice. Sold in Powder, Lozenges, Globules; and as Wine in ½, ¼, and 1-pint Bottles.

CHLORODYNE is of such celebrity that it can scarcely be considered a speciality, its composition being known to practitioners. Many of the Chlorodynes being unequal in strength, Morson & Son have prepared this. Sold in ½ oz., ¼ oz. and 3 oz. bottles.

GELATINE—The purest preparation is Morson's.

Carefully packed and shipped. Orders made payable in England.

THOMAS MORSON & SON,
Medallists and Jurors at all the Great Exhibitions,
31, 33 & 124, SOUTHAMPTON ROW,
RUSSELL SQUARE, LONDON.
Works—Hornsey and Homerton.

PURE CHEMICALS AND NEW MEDICINES selected, and Shipping Orders executed with care and despatch.

FOR SALE AT THIS OFFICE.

THE ACT of PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE.

NOW READY,
SECOND EDITION OF THE
THE INDIAN TRAVELLERS' GUIDE
FOR JUNE 1873.

PRICE—EIGHT ANNAS.
With a New Coloured Map.

CONTAINING, besides the other usual information, the latest alterations on the several lines of Railway and in the running of the Local Trains between Bombay and Bandora.

The monsoon alterations in the G. I. P. and B. B. & C. I. Railway Co.s' passenger time tables will be seen in the Guide.

The Guide, having a large circulation amongst Travellers, by rail and otherwise, is a most effective medium for Advertisements.

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Scale of Fares for Palanquins.
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May be had at the Bombay Railway Termini, and of the following

AGENTS:—

Bombay	Thacker, Vining & Co.; J. and W. Watson & Co.; Hormusjee Sorabjee, Bookseller; Hammond's Refreshment Rooms; Messrs. Cooper & Co.; Auckland Hotel; Byculla Hotel; and Messrs. Attmaram Sagoon & Co.
Allahabad	Kellner & Co.
Alexandria	D. Robertson & Co.
Bangalore	"Spectator" Office.
Calcutta	Wynan & Co.
Ergutpoora	Railway Refreshment Rooms.
Kurrachee	"Sindian" Press.
London	G. Street, 30, Cornhill.
Madras	Higginbotham & Co., "Madras Times" and "Madras Mail" Offices.
Matheran	Chowk Hotel and Alexandra Hotel.
Ootacamund	"Observer" Office.
Poona	Treacher & Co.; D. S. Kemp & Co.; and Royal Family Hotel.
Umballa	Railway Refreshment Rooms.

J. & W. WATSON & CO.'S
ANNUAL CLEARANCE SALE
HAS COMMENCED.

CHURCH GATE STREET,
AND
RAMPART ROW,
BOMBAY.

13th June 1873.

PURE AND SPARKLING
AERATED WATERS,
MANUFACTURED BY
STEAM POWER.

TREACHER & Co. (Limited), direct attention to their list of AERATED WATERS, which are prepared with the greatest regard to cleanliness and purity. By the aid of Steam power these Waters are charged with Gas at the greatest possible pressure, being thus rendered sparkling and agreeable in the highest degree.

Their LEMONADE and other FLAVOURED WATERS are celebrated for their freshness and their delicious taste.

Their TONIC WATER, the demand for which is constantly increasing, is unequalled for its delicacy of flavour and tonic properties, each bottle containing a definite quantity of Quinine presented in an agreeable form.

These Waters differ widely from the insipid preparations of some manufacturers.

	Cash. Rs. a.		Cash. Rs. a.
SODA WATER ..... per doz.	0 12	AERATED WATER ..... per doz.	0 12
TONIC WATER (THE ORIGINAL) ..... ,,	1 0	POTASH WATER ..... ,,	0 12
SELTZER WATER introduced by T. & Co. ..... ,,	1 0	LITHIA WATER ..... ,,	1 8
LEMONADE AND GINGERADE ..... ,,	1 0	VICHY WATER ..... ,,	1 4

Bottles are charged Rs. 1-8 per dozen, the same amount being allowed for them, when delivered free at our Manufactory.

Mineral Acid and Medicated Waters prepared to order.

TREACHER & CO., LIMITED,
MANUFACTURING CHEMISTS,
BOMBAY AND POONA.
N.B.—Special rates for wholesale orders.

GYMKHANA KIT.

TREACHER & COMPANY (Limited) have the pleasure to announce the ARRIVAL of their SEASON'S STOCK of GYMKHANA KIT, which has been carefully selected by "Messrs. JAMES LILLYWHITE & COMPANY," for whose Manufactures they are the Sole Agents in this Presidency. The Company claim a superiority for these articles over similar importations to this country, being selected with a special view to the requirements of the Indian climate by a Firm who are acknowledged to be the first in London for Cricketing Materials and whose practical knowledge secures to Constituents advantages rarely obtainable in this country.

By special arrangements TREACHER & COMPANY are in a position to offer this KIT at a small increase on English retail rates, guaranteeing it at the same time to be of the best Manufacture.

BALLS.

	Cash. Rs. a.	Credit. Rs. a.
Superior Treble-seamed Balls ..... each	4 4	4 12
Do. Double do. for Club use... ,,	3 8	4 0

BATS.

A1 Cane Treble-handled Clapbaw	10 12	12 0
Treble Whalebone	9 12	12 0
Single Cane	9 0	10 0
Match Bats, best selected	6 8	7 0
Do. do. for practice	5 8	5 8
Pre entation Bats	18 0	20 0

BOOTS (CRICKETING).

Boots, best Buckskin, with spikes ..... per pair	10 0	11 0
Shoes do. do. ..... ,,	10 0	11 0

GLOVES (CRICKETING).

Batting Gloves, Improved Vulcanized Tubular India Rubber ..... per pair	5 0	5 8
Gauntlets, for wicket keeping, superior ventilated ..... ,,	6 4	7 0

LEG GUARDS.

Guards, White Buckskin, and Chamois Skin	5 8 to 7	0
Scoring Books, for 12, 25, and 50 Matches, from	2 8 to 10	0
Shee's, Scoring ..... per dozen	2 4	2 12

STUMPS.

Stumps, best, with brass tops and iron points, from	5 0 to 9	0

MISCELLANEOUS CRICKETING KIT.

	Cash. Rs. a.	Credit. Rs. a.
Nets, for Long-stopping, 6 yards long by 2 high, with planted poles, strong ropes, with ferrules, &c. ..... each	16 0	18 0
Measures, solid leather, from 22 yards upwards, from ..... per	3 0 to	7 0
Spikes, Steel and Brass, of superior quality, per dozen ..... per	1 12	2 0
Lillywhite's Guide, latest Edition ..... each	0 14	1 0

RACKET KIT,
By Lillywhite, Jeffery, and Wilson.

Racket Bats, of best quality		10 0	11 0
,, ,, ,,	Cane Handle.	12 8	14 0
,, Balls ,,	..... per doz.	1 8	1 12
Fives ,,	.....	3 12	4 4
Racket Shoes, ,,	..... ,,	10 0	11 0
,, Presses	from	5 0 to	10 0
,, String	per set.	3 8	4 0

FENCING KIT.

Foils, best Steel		6 8	7 0
Masks	from	6 0 to	10 0
Lunging Pads, best		8 0	9 0
Jackets		12 0	13 0
Staghs Sticks	per pair	1 0	1 4
Basket Hand Guards	,,	1 4	1 8
Buffal ,, ...	,,	4 8	5 0

QUOITS.

Steel, best	per lb.	0 12	0 14
Galvanized Iron	,,	1 0	1 2
,, Brass	,,	1 8	1 12

TREACHER & CO., LIMITED,
BOMBAY AND POONA.

SOUNDY, BRESLAUER & CO.,
MUSIC SALOONS;
ESTABLISHED, 1864.

PIANOFORTES FOR SALE OR HIRE.

Instruments tuned, repaired, or taken in exchange.
HARMONIUMS FROM THE BEST MAKERS.
MILITARY BAND INSTRUMENTS.
VIOLINS, GUITARS, BANJOS, VIOLINCELLOS, BASSES.
EVERY DESCRIPTION OF MUSICAL INSTRUMENTS.
NEW SHEET MUSIC.
ALL THE POPULAR PIECES AND STANDARD WORKS.
New Music by every Mail.

THE FINE ARTS.

OLEOGRAPHS, CHROMO-LITHOGRAPHS, ENGRAVINGS.
THE LARGEST STOCK IN INDIAN TO SELECT FROM
PICTURES MOUNTED AND FRAMED TO ORDER IN EVERY STYLE.
PHOTOGRAPHS OF INDIAN SCENERY.

SACHE'S PHOTOGRAPHS are now admitted to be the best executed and the best chosen subjects in India, and the largest and cheapest yet produced.

Size 12 by 10—Price Rs. 1½ each.

MR. SACHE HAS JUST COMPLETED A
NEW SERIES OF BOMBAY VIEWS.

GUNS, RIFLES, AND REVOLVERS.

AS DIFFERENT MAKERS EXCEL IN SPECIAL CLASSES OF WEAPONS, WE DO NOT CONFINE OUR IMPORTATIONS TO ONE MANUFACTURER'S GOODS ONLY. WE ARE HOWEVER SOLE APPOINTED AGENTS FOR
LINCOLN JEFFERIES OF BIRMINGHAM; AND E. LEFAUCHEUX, PARIS.

LOCK STITCH SEWING MACHINES.

THE celebrated LITTLE WANZER, complete with all necessary fittings to work by hand without stand Rs. 60.

The same complete with Stand, to work by hand or foot, Rs. 75 nett cash.

WHEELER & WILSON NOISELESS SEWING MACHINE on stand with Cover to Machine, complete with all fittings, silver plated Rs. 125.

We are specially appointed Agents for these two kinds.

PATENT DOMESTIC FREEZING APPARATUS.

OR "CARRIES" PATENT ICE-MAKING MACHINES.
The only Genuine, as we are Sole appointed Agents for the Manufacturers.

BEING direct Importers and having no London agency charges to add, we are enabled to sell at a lower rate than any other house in India.

Large size to make 5 pounds of Ice, at each operation, with stove and everything complete ..... Rs. 210
Smaller size to make 2½ pounds of Ice, complete ..... Rs. 147

We have just received a Consignment of the larger size Machines of an IMPROVED KIND, the Boiler being made in one piece, without any join or seam whatever. This class of Machine cannot be had of any other Firm in India.

Nett Price complete as above ..... Rs. 250.

*** This is the price usually charged by other Firms for the ordinary apparatus.

SOUNDY, BRESLAUER & CO.,
GENERAL IMPORTERS AND AGENTS,
BOMBAY.

COPPER-PLATE PRINTING,
ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices.

Specimens may be seen at the Office of the "Bombay Gazette" Office.

FOR SALE,
AT THE "BOMBAY GAZETTE" PRESS.

BOOK-BINDERS' SAW-BENCH.—This

COMMERCIAL INTELLIGENCE.

FRIDAY, 20TH JUNE 1873.

RATES in Sterling Exchange closed for the mail at nearly the same quotations as we gave yesterday.

In Government Securities and rates of Exchange on Calcutta there has been no alteration.

Bank Bills, 6 months' sight.....1s 11d. to 1s. 11¼d.
Credit Bills, do. .....1s. 11 3/16d.
Documents, do. .....1s. 11¼d. to 1s. 11 5/16d.
Bank Bills, 3 months' sight.....1s. 10 11/16.
Credit, do. .....1s. 10 27/32d. to 1s. 10 ¾d.
Documents, do. .....1s. 10 15/16d.
Bank Bills, demand .....1s. 10¾d. to 1s. 10 7/16d.

On Calcutta Bank Bills, 60 days' sight. 99⅞ to 99¾
Do. demand..... 100 3/16

On Madras, 30 days' sight ..... 99½ nominal.
Do. demand..... par.

On China House Bills, 60 days' sight, 231 to 231½.

GOVERNMENT SECURITIES.

Five-and-a-half per cent.	...111
Four & half per cent.	...108½
Four per cent.	...105½
Four & half per cent. (Public Works Loan)	...106
Five per cent. Debenture Loan, 1866-67	...103½
15 years' Debenture Loans	...109½
10 years' do. do.	...105
5 years do. do.	...103
Six per cent. Municipal Loan House Rate	...112
Do. do. Market Rate	...112
New French Loan 5 per cent, fully paid up of 1871 and 1872	...92
New French Loan instalment paper of 1872	...94
Paris Municipal Loan (Debenture Rs. 117) per Bond	...115.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand			4½ per cent.
Fixed Loans on	do.	to 3 months'	5½ ,,
Do.	do.	over 3 do.	6½ ,,
Do.	on Merchandize		7½ ,,
Cash Credit	do.	to 3 months'	6½ ,,
Do.	do.	over 3 do.	6½ ,,
Do.	do.		7½ ,,
Bank Bills			6½ ,,
Mercantile Paper			8½ ,,

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-9-0
Carolas	200
Mexican Dollars	222
Five-Franc Pieces	221½
Bar Silver	107½ to 107¾
Gold Leaf	16-11-6
Bar Gold 10 oz. English 100 touch	16-14
Australian Gold ... 100 touch	16-13

FREIGHT REPORT.

FRIDAY EVENING.

FREIGHTS.—Business continues very dull, and except by steamers to Liverpool for which a chow-chow demand exists, there is really nothing doing.

London	Cotton, Cases, Seeds	No ships.
Liverpool	Iron Ships Cotton	£1 17s. 6d.
	Wooden Ships ,,	£1 15s. 0d.
	Myrabolams	£1 10s. 0d. nominal.
	Coir bdls	£0 15s. 0d. nominal.
	Seeds	£1 15s. 0d.
Havre	Cotton, Coffee	£3 0s. 0d.
Overland Steamers—		
Venice		£2 15s. 0d. nominal.
Trieste		£2 10s. 0d. to £2 15s. 0d. nom
Liverpool		£2 10s. 0d. nominal.
Havre Cotton		£2 17s. 6d.
Liverpool via Suez Canal	Wheat	£2 7s. 6d.
	Seeds	£2 7s. 6d.
	Cotton	£2 5s. 0d
China	Steamer Cotton	Rs. 20 to 25 per ton.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 4 per bale nominal.
Calcutta ...Salt		Rs. 3¾ per ton.
Calcutta to Bombay		Rs. 15 Port charges.
Mauritius		Nothing doing.

BOMBAY BILL AND STOCK LIST.

FRIDAY AFTERNOON.

INQUIRIES for Spinning shares continue at quoted rates. Land and Bank shares steady.

BANKS.

No. of Shares	Nom. value per sh.	Paid up.	Last div-dend.	Names.	Cash Rates per Share.
	Rs.	p. a.			
200,000	100	all	5 p.ct.	Agra Bank	82
12,000	1,000	all	6 p.ct.	Bank of Bengal	1,421
10,000	500	all	15 p.ct.	Do of Bombay New	263
10,000	500	100	5 p.ct.	Do 2nd Ees. Issue	270
5,250	1,000	all	5 p.ct.	Do of Madras	1,120
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. L. & China	275
40,000	281	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
80,000	250	125	4 p.ct.	National Bank of India	113
10,000	250	all	12 do.	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20	21 8 3 0	p.c.	G. I. P. Railway Consolidated Stock	238
.....	£20	10 9 1 5	do.	Do. New £20 Shares	136
.....	£20	13 10 7	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19 6 5 1	do.	Do. New Shares	

LAND COMPANIES.

4,000	3,000	all	Rs. 77	Colaba Land Co.	1,565
8,000	150	all	Nil.	Frere Land & Pier Co. Ld.	100
750	2,000	2,000	31p.s.	Mazagon Land	935
1,904	1,000	all	15p.s.	Port Canning Land Company, Limited	452½

SPINNING AND WEAVING COMPANIES.

400	3,000	1,700	150p.s.	Albert Mills Co.	2,000
530	1,250	all	50p.s.	Alexandra Spinning	1,400
5 *	2,500	all	100*	Alliance Spinning	2,710
300	2,000	500		Bhownuggur M. & P. Co.	450 pm.
100	5,500	all	...	Bombay	2,800
900	1,000	all	20*	Bombay United	1,140
1,600	150	150	25*	Broach Mills	240
2,500	2,000	all	...	Dharumsey Spinning	1,525
750	2,000	all	200p.s.	Great Eastern	2,300
750	1,000	all	...	Jewraj Ballo Mills	1,115
2,500	1,000	all	140p.	Manockji Petit's	1,200
90	1,000	a	40 p.s.	Morarjee Spinning	1,220
800	2,500	all	150p.s.	Oriental	3,135
800	2,500	2,400	75p.s.	Royal	2,250
500	1,000			Soonderjee Spinning	1,300

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	150 p.s.	Akbar Cotton Press Co.	1,850
200	2,000	1,100	150 do.	Albert Co. Kurrachee	800
250	3,000	850	Nil.	Alexandra Press Co.	215
150	12,000	11,000	100 p.s.	Apollo Press Co.	6,700
200	2,000	all	200 p.s.	Bombay Press Co.	1,450
300	500	all	50 p.s.	Do New	375
350	1,000	1,000	100 p.s.	Broach Cotton Co	80
100	1,500	...	...	Carwar Company	1,100
500	1,850	all	40	Colaba Press Co.	5,500
351	9,000	all	250p.s.	East India Press Co.	2,400
150	8,500	all	500	Fort Press Co.	6,250
300	2,000	1,800	75 p.s.	Framji Cowasji Press Co.	625
300	1,000	all	200 p.s.	French Press Co	710
200	5,000	2,000	225 p.s.	Hydraulic Press Co.	1,900
250	5,000	1,467	75 p.s.	Imperial Press Co	[illegible]
200	400	350	42½ p.s.	Mofussil Press & G. Co.	675
127	2,500	all	250 p.s.	Prince of Wales Press	2,100
200	1,000	250	...	Sassoon's Press Co.	400
400	850	750	135 p.s.	Scinde Press Co.	460
100	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited	1,075
225	2,000	1,000	Rs. 85	Victoria Press, Madras	1,100
150	850	all	8 p.ct.	Vic. Col. Gin & Press Co.	1,650
450	1,000	...	...	Volkart United Press Co.	1,050

* Per share for the half-year.

MISCELLANEOUS.

.....	2,500	1,500	105 p.s.	Bombay Burmah Trading Corporation	1,350
1,000	50	all	11 p ct	Bombay Gas Company	65
500	500	300	15 ps.	Landing and Shipping Co. of Kurrachee Ld.	150
2,150	200	100	7 p. c.	Malabar Company Ld.	100
1,000	50	all	12 ps.	Mechanics B'd'gs Co.	28
2,000	500	all	45 ps.	Tyrecher & Co	395
2,000	250	all	40 ps.	Viegas Patent Slip Co	25

BANKS IN LIQUIDATION.

			Date of L'dation.		
.....	95	19½	...	Bank of China	1
.....	250	2	Mar. '66	Central Bank	1
.....	...	...	...	East India Bank	1
.....	200	13	Feb. '67	Indian Peninsula	1
.....	200	70½	May '67	Royal Bank	1

SALES AND PURCHASES.

PIECE GOODS'.

There has been no change in the position of the market, and prices remain quite unaltered. The following sales are reported to have been made by European firms yesterday :—

500	pieces	Grey Shirtings	40 in. 39 yds.	7 ,,	at	Rs.	4 11 0
500	,,	,,	40 ,, 39 ,,	7 ,,	at	,,	4 10 0
350	,,	,,	45 ,, 39 ,,	6 ,,	at	,,	4 3 0
500	,,	,,	45 ,, 39 ,,	8 ,,	at	,,	5 10 0
600	,,	Blue O. & W't. Pts.	24 ,, 28 ,,		at	,,	4 3 0
120	,,	Wt. Ground Prints	53 ,, 25 ,,		at	,,	4 12 0

COTTON.

The business done yesterday has, in consequence of the mail's departure, been very small, and there is no change to report in prices. The following purchases are reported to have been made by European firms yesterday :—

25	candies	Bhownugger	at	Rs.	207
25	,,	,,	at	,,	207½
75	,,	Wadwan	at	,,	202
50	,,	,,	at	,,	202 to Rs. 203
25	,,	Veerumgaum	at	,,	190
50	,,	Surat M. G.	at	,,	221
50	,,	Oomrawuttee	at	,,	203
75	,,	Sawginned	at	,,	212

YARNS.

7,500 lbs. Water No. 30's .....at 11 5/16 as. per lb.

METALS.

300 cwts. Yellow Metal Brazers .....at 46 as. per cwt.

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic, Week ending 14th June 1873.

Open 1,266½ Miles.

	Rs. a. p.
Coaching	80,293 3 7
Merchandize	1,54,193 12 9
Electric Telegraph	618 10 6
Municipal Trains, &c.	660 0 0
Total Rs.	2,35,870 11 10
Corresponding week last year, open 1,266½ miles. Total Rs	3,25,027 13 1
Decrease Rs.	89,757 1 3

SHIPPING.

ARRIVAL.

June.	Vessel.	Commander.	From.
20	Kurrachee (s)	Beyts	Kurrachee, June 17.

DEPARTURES.

June.	Vessel.	Commander.	Destination.
20	Orissa (s)	Fentiman	Aden and Suez.
	Arcot (s)	Hutchison	Calcutta, via Malabar and Coromandel coasts.

The following vessels were entered out for loading yesterday :—

Knight Companion, for Calcutta.
Nubia (s), for Aden and Suez.

The following vessels obtained their port clearances yesterday :—

City of Tanjore, Smith, for Naraka.
Dexford, McDonald, for Madras.
Janet Court, Crawford, for Calcutta.

DAILY IMPORTS.—20TH JUNE.

FROM LIVERPOOL.

Doxford, 15 cases slates, A Abdoolally.
Ireland, 3 casks paint of sorts, R Mamoonjee.

FROM LONDON.

Roodee, 27 cases marsala, National Bank of India.
Prince Oscar, 50 cases bucellas, National Bank of India.
British Nation, 22 cases bucellas, National Bank of India.
Conflict, 24 cases wine, National Bank of India.
Gresham, s, 10 cases brandy, Bouneville and Sibille.
Elgin, s, 205 bundles, 474 bars, 10 plates and 6 cases iron, B Allibhoy and Co.

FROM GENOA.

Asia, s, 71 cases bandy, Dinshaw Sorabjee and Co.
Persia, s, 2 cases saffron, Framjee D Wadia and Co.

DAILY EXPORTS.—20TH JUNE.

FOR LIVERPOOL.

Glee Maiden, 100 bales yarn, J Goculdass ; 20 bales cotton, L Malsee ; 70 bales hemp, J Goculdass ; 16 bales cotton and 1 bales wool, F Cassombhoy Gangjee.
Alpine, 4,000 bundles yarn, S Padoman.
Sandringham, 12 bales hides, K Nansee ; 160 bundles gall, V Mamjee ; 106 bales cotton, Gaddum and Co ; 250 bundles gall, M Framjee ; 350 bales cotton, N Kessowjee and Co ; 100 bales rags, N Kessowjee and Co ; 100 bales cotton, N Kessowjee and Co.
Centurion, 50 bales cotton, Grendon, Tippet and Co.
Elcano, 840 bags linseed, Remington and Co ; 1,100 bags linseed, S Veerjee.
Cella, s, 19 bales hides, C Heerjee ; 16 bales hides, D Mahomed ; 46 cases seeds, S Mooljee ; 37 bales wool, H Gangjee ; 5 bales hides, A Galmon and Co ; 50 bales hides, A Habibbhoy ; 10 bales wool, Tyabjee and Co ; 7 bales hides, H W Changaney.
Elgin, s, 5,625 bundles yarn, M Mooljee ; 72 bales cotton, B Ambaidas ; 105 bales cotton, L Khimjee and Co ; 50 bales wool, H Vassonjee ; 20 bales cotton, M Vakhoocun ; 60 bales cotton, N Pursotumdas and Co.
Nubia, s, 120 bags gall &c, and 101 bales wool, N Khatow.
Redewater, s, 14 bales skins, V A S Mohideen Saheb and Co ; 95 bales wool, G Soonjee ; 48 bales wool, B Bhownabhoy ; 2 bales cotton, V Ebram and Co ; 20 bales wool, C Nensy ; 133 bales wool, Finlay, Scott and Co.
City of Dublin, 200 bales jute, J Goculdass.

FOR LONDON.

Orissa, s, 104 bags coffee and 7 cases cardamoms, N Tait.

FOR TRIESTE.

Persia, s, 50 bales cotton, K Preiswerck and Co ; 100 bales cotton, N Manockjee and Co.

FOR MARSEILLES.

Persia, s, 500 bags seed, Alsen, Riebe and Co.

FOR FALMOUTH.

Caldew, 350 bags seed, W Nicol and Co.

WEATHER REPORTS.

CANNANORE, 20th June, 12 noon.—Weather cloudy, wind south, thermometer 82, rainfall 2 cents.

CARWAR, 20th June, 6 P.M.—Weather fair, wind west, thermometer 85, barometer 29·95.

MANGALORE, 20th June, 9-30 A.M.—Weather fair, wind south-west by west, thermometer 84, barometer 29·78, rainfall 70 cents.

TELLICHERRY, 20th June, 5-30 P.M.—Weather fine, wind west, thermometer 86, barometer 29·73.

VINGORLA, 23th June, 5-40 P.M.—Weather clear, wind west high, thermometer 89.

MILITARY.

ARRIVALS.—JUNE 16.

Spens, Lieutenant, the Buffs, on leave, from Benares.
Sanders, Captain, Bengal, Sub-Assistant Commissary General, on duty, from Poona.
Balfour, Inspector General of Hospitals, on sick certificate, from Madras.
Hope, Lieutenant, 60th Rifles, on private affairs, from Murree.
Beaudeck, Lieutenant, Royal Engineers, on leave, from Malligaum.
Alexander, Lieutenant Colonel, 1st Sind Horse, on private leave, from Jacobabad.
Bond, Colonel, Royal Artillery, to join, from Mahableshwur.

DEPARTURES.

Down, Lieutenant, 6th Royal Regiment, to rejoin, to Seaknote Anstruther, Captain, 106th Regiment, on sick leave, to England.
Snodgrass, Lieutenant, Royal Artillery, on sick leave, to England.
Wilson, Assistant Surgeon, 107th Regiment, on sick leave, to England.
Peters, Assistant Surgeon, Medical Department, on leave, to Poona.
Balfour, Inspector General of Hospitals, on sick certificate, to England.
Leacock, Captain, 21st Regiment, N. I. or M. B., on furlough, to England.
O'Grady, Captain, 15th Regiment M. N. I., on sick leave, to England.
Lockhardt, Captain, Staff Corps, on duty, to Aden.
Begbie, Lieutenant Colonel, Bengal Royal Engineers, on furlough, to England.
Hope, Lieutenant, 60th Rifles, on private affairs, to England.
Alexander, Lieutenant Colonel, 1st Sind Horse, on private leave, to England.

MADRAS GOVERNMENT ORDERS.

(*Fort St. George Gazette*, June 17.)

The Right Hon the Govr in Council has been pleased to make the following appointments :—

REVENUE DEPARTMENT.

Mr James Frederick Snaith to act as Sub-Collr and Joint Mag of the Godavery District during the employment of Mr Horsfall on other duty or until further orders.

Mr James Acworth Davies to act as Head Asst to the Collr and Mag of Bellary during the employment of Mr Snaith on other duty or until further orders.

Mr Charles Lennox Bruce Cumming to be Asst to the Collr and Mag of Malbar.

Mr Walter Gregory Underwood to be Asst to the Collr and Mag of Coimbatore.

Mr Ebenezer James Sewell to be Asst to the Collr and Mag of the Cuingleput District.

PUBLIC DEPARTMENT.

The services of Asst Surg Alfred Eugenius Dalgairns are placed at the disposal of the Chief Commissioner Central Provinces for officiating medical charge of the Upper Godavery District.

MILITARY DEPARTMENT.

Ootacamund, 13th June 1873.

The undermentioned officer is permitted to proceed to Europe :—

Inspr-Genl of Hospitals E G Balfour, Indian Medical Department, on furlough on medical certificate, for four months.

The Right Hon the Govr in Council is pleased to make the following appointments :—

Depy Inspr-Genl of Hospital's James Lancaster Ranking to be Inspr-Genl Indian Med Dept, with temporary rank, during the absence of Inspr-Genl Balfour, on sick certificate to Europe, or until further orders.

Surg-Maj Henry Young, to be Depy Inspr-Genl, Mysore Division and Ceded Dis ricts, with temporary rank, during the employment of Depy Inspr-Genl Ranking on other duty, or until further orders.

The following promotions are made subject to Her Majesty's approval :—

MADRAS STAFF CORPS.

To be Lt Col, having completed 25 years service, Major William Scott Dreyer from the 11th June 1873.

To be Majors, having completed 20 years' service, Capt Charles George Cunning from the 11th June 1873, and Capt John Dalrymple William Sewell from 12th June 1873.

Ensign and Depy Assistant Commy Edward Scully, of the P W D, is transferred to the Pension Establishment in India on the Invalid Pension of Rs. 140 per mensem from the 28th June 1873.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail. closes.	After-packet.
United Kingdom	June 27	3-30 P.M.	4-30 P.M.
Kurrachee	,, 21	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	,, 25	11 A.M.	12 A.M.
China	,, 30	4-30 P.M.	No after packet.
Australia	,, 28	4-30 P.M.	
Mauritius, Reunion, &c.	,, 0	3-30 P.M.	4-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay during the Monsoon on Fridays, at 5 P.M.

Letters will be received at the General Post Office up to 3-30 P.M.

Newspapers, Books, and Patterns, up to 1-30 P.M.

Registered Letters up to 1 P.M. Letters presented for registration after that hour will be received up to 3 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 3-30 to 4-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 3 P.M. up to starting time (5 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is altered as follows, with effect from the 1st April 1873 :—

	Present Rates per ½ oz.	Revised Rate per ½ oz.
	Annas Pies.	Annas Pies.
Austria, Luxemburg, German States, Austrian Post Offices in Turkey	8 · 8	8 0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia	9 4	9 0

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year (*Post Free*)	Rs.	42	0 0
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Three Months	*ditto* ,,	14	0 0
One Month	*ditto* ,,	5	0 0
One Week	*ditto* ,,	1	8 0

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"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes* ; specially-written Money and Commercial Market and Freight Reports ; Leading Articles on the principal topics of discussion in India ; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

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Subscription for One Year, *Post Free in India*, Rs. 12.
Postage to England, Rs. 6·8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs	10	0
Per Copy	,,	0	4

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

THROUGH THE NUMEROUS ENGAGEMENTS, MR. MENIST WILL PROLONG HIS STAY FOR ONE MONTH.

MR. A. MENIST,
OCULIST OPTICIAN,
OF HOLLAND, AND 42 BURTON CRESCENT,
LONDON,

RESPECTFULLY informs the Public of Bombay and its vicinity that the great success which has attended his former visit to Bombay, has induced him to stay for a limited time in Bombay, previous to his departure for Europe. Mr. Menist has made for himself an Indian as well as a European reputation, and, as usual in such cases, it is only the fairly-earned reward of real merit. Hundreds of testimonials from all classes, in all parts of the world, attest the benefit that has resulted from the use of his Spectacles. Mr. Menist has devoted a lifetime to the study in suiting the eyesight by mechanical means. He can confidently state that his optical instruments are superior to those of any other makers in the world. Common and inferior goods may be had for half the price, but reflection will convince every one that when it becomes a question of economising a little money at the expense of their sights the economy is a very doubtful one. Every detail is carefully studied in Menist's Spectacles. It is not enough to have the best pebbles that can be procured, cut in strict accordance with the latest discoveries of science, and suited with the greatest nicety to the ever-varying convexity and concavity of the organ, if those pebbles are not worn in a properly-made frame, and thus secured in a proper position and at a proper distance from the eye. Again, if the frames are not made of suitable materials and properly tempered, the joints perfectly fitted, and so on, they soon get out of shape and the displacement of the pebbles, which entirely alters their focal power. Menist makes his frames of gold and silver only, steel being quite unsuitable for the purpose, especially in this country, where it soon becomes rusty and loses its shape, so failing to do justice to the pebbles ; and his object is to secure, as nearly as possible, perfection, and not cheapness.

For the guidance of those who are using pebbles, Mr. Menist begs to state that when the pebbles are cut against the grain they injure the eye ; and that such a defect can be discovered only by practical opticians. Also, if not polished on a scientific principle they are equally injurious ; accordingly, as Mr. Menist's lenses have been manufactured on a principle peculiarly his own, he is prepared to warrant their efficacy.

MENIST'S
12 LENS RACE, FIELD, AND OPERA GLASSES
OF SMALL SIZE FOR THE POCKET.

Menist's Aneroid Barometer, the size of a watch in silver mounting, can be carried in the waistcoat pocket. Rs. 80, with a book which contains Airey's Tables and 73 testimonials of several scientific Gentlemen.

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

BIRTH.

BARTLING—May 26th, at Hanover, Germany, Mrs. Carl Bartling, of a son.

BOMBAY.

MARRIAGE.

DUDLEY—SEALY—June 17th, at Kirkee, by the Rev. F. L. Sharpin, brother-in-law of the bride, assisted by the Rev. A. Polehampton, Surgeon W. E. Dudley, British Medical Service, to Anne Marion, second daughter of Major-General G. P. Sealy, Royal (late Bombay) Artillery.

DEATH.

WAKEMAN—June 17th, at Bombay, Arthur Henry Wakeman, Managing Clerk to Messrs Rimington, Hore, and Langley, aged 29, deeply regretted.

OTHER PRESIDENCIES.

BIRTH.

CARLISLE—June 14th, at Kidderpore, the wife of Capt. J. F. Carlisle, of a daughter.

MARRIAGES.

GRAHAME—BRYER—June 9th, at St. James Church, Calcutta, by the Rev. Dr. Jarbo, William Forbes Grahame, of Aurungabad, to Julia Lucy Bryer, of Calcutta.

SMITH—CHERRY—June 14th, at St. Paul's Cathedral, Calcutta, by the Rev. B. T. Atlay, assisted by the Rev. C. C. T. Fagan, Johnstone Smith, second surviving son of the Rev. James Smith, of Ryde, Isle of Wight, to Alice, third daughter of the John William Cherry, Madras Civil Service.

DEATHS.

COOKE—June 10th, at Bustee, N. W. P., William Cooke, Esq., aged 63 years.

ROSE—June 11th, at Landour, Emma, relict of the late Donald Rose, aged 80 years.

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

SATURDAY, JUNE 21, 1873.

IN trying to defend the Carwar Railway job "a local contemporary" contends that the line from Carwar to Hooblee was preferred because a certain amount of traffic was available in the districts through which the line would pass, and that it would pay, while if the line from Hooblee or Bellary were laid through the Dharwar and several other districts to Poona or Sholapore it would not pay, and the question was asked, what export produce could be produced in the excluded districts to entitle them to a railway ? This was a fair challenge, and we accepted it. There could be no mistake about the issue, and our course was clear. We took some pains to as certain the agricultural condition of two of the four excluded districts, and presented our readers with the results, which proved vastly in favour of these districts. The land revenue of Belgaum and Sattara was double what it was in Dharwar, and the amount of land under cultivation was found to be nearly in the same proportion. But the most unlooked-for result of our enquiry was the fact that the average rate of assessment in Belgaum and Sattara was higher than in Dharwar ; thus proving that the quality of the land in the former districts was superior to that in the latter, or that the means of irrigation (Bagayet land) were more largely available. We have not been permitted to proceed to the full extent of our enquiry into the agricultural capacity of the excluded districts ; the astuteness of our contemporary makes him anxious to prevent it at all hazards, as it seems to threaten utter ruin to the cause which he is endeavouring to sustain. We have received a reply which it is expected will divert us from our purpose, and the tactics adopted are to cast aside the first issue, an issue of our contemporary's own selection, and to raise two new and irrelevant ones. Before we touch these new issues we must be satisfied about the primary one, inasmuch as it is the issue upon which the Government of Bombay have hinged their recommendation to construct the Carwar line. The assessment, the quantity of land, and its quality, are all greater in the two districts we have named than in Dharwar ; the exports which they can produce must therefore be in proportion to the quantity and quality of the land. Our contemporary must be driven to great straits for argument when he at one time tells us that there is no produce, and can be no produce, in districts containing nearly three millions of acres of cultivated land paying an annual average rate of assessment of Rs. 1 as. 7 ps. 10 per acre, and at another time says that the long length of the line through the excluded districts would be prohibitory to the ryots to send their produce to the Bombay market. If the districts can produce nothing, what is the necessity of telling us that such a long line will not pay ? But while it is said that "it would pay cultivators only "under exceptional circumstances to send grain "and other bulky goods by a roundabout ex- "pensive ride to the sea," it is also said that H. H. the Nizam's territory will use the Carwar Railway for its produce. It is assumed that every district connected ever so remotely with the Carwar Railway will grow cotton to suit that railway, and every district not connected with that railway will refuse to grow cotton, also to suit that railway. Verily the Carwar Railway is an infant phenomenon of great promise before its birth. It is most wonderful ! This must be what our contemporary means by the "rudimentary "principles of Indian railway exploitation." Heaven help us when the "exploitation" advances to a complete science !

We are once more told that cotton will not grow in the excluded districts. In Sattara it is said that "everything has been done, but with- "out any appreciable success in producing ex- "portable cotton," and then a long story is told of the money and effort spent by Government in endeavouring to grow cotton in Sattara and Dharwar. The plant thrived in Dharwar and came to nothing in Sattara. A story like this is an insult to the public, but it is one of the stories which support the preferential Carwar Railway. We are half disposed to spring a mine under our contemporary upon this cotton-growing question, but that it is not necessary at present to do more than refer to the Revenue Survey books of the southern division to prove that there is not a word of truth in the statement that Sattara and the other excluded districts cannot grow an "export- "able cotton." What are the varieties of the exportable cotton of Western India ; is it all "Sawginned Dharwar ?" If our contemporary will go on well abusing the excluded districts, the time may come when he will be able to persuade himself that they produce nothing and pay no revenue. Very much stress has been laid on the long line that produce from the excluded districts would have to travel, and it seems at first sight a happy thought, but we would ask the fair question whether wheat is brought to Bombay by rail from Jubbulpore and sold here at from Rs. 20 to Rs. 40 per candy ? The Carwar Railway is intended to bring down produce that leaves the Nizam's territory. Will our contemporary kindly enlighten us as to what part of the Nizam's territory will use the Carwar Railway ?

And now we come to the part of our contemporary's article where our facts about the excluded districts are questioned. "In the important "staple of oil seeds, 3,412 acres for Dharwar is "not a figure to be credited," so says our contemporary. Very good. And it is added—"A cor- "respondent who knows all these Collectorates "assures us that the acreage under teel and "other oil seeds must be considerably more in "Dharwar than in Sattara, the figure for which "was 75,000 acres." Un hearsay evidence then our contemporary is satisfied to charge us with mis-statement, but then it is our privilege to remember that we are dealing with the fair, open, candid, honest Carwar Railway, and it is on that side we are taught that truth prevails. Our contemporary says that the acreage under oil seed cultivation *must* be considerably more in Dharwar than in Sattara. Of course it "must." Does not Dharwar belong to the Carwar Railway, and is that not enough to settle the point at once ? We will not be so bold as to guarantee that we know Dharwar and the excluded districts in the way in which our contemporary knows them, though we have some acquaintance with them ; but this we will say, that the figures which we submitted about the agricultural condition of Sattara and Belgaum were derived from the most undoubted official source. Having said this, we need take but very little notice of the further attempt made by our contemporary in the same article to throw discredit on our figures about "tobacco and sugar," which are also placed in the category of untruthfulness. Our contemporary says that these figures may be open to correction in the same way as those about the oil seeds, and we echo the sentiment —in the same way, and no other.

We may stop at this point and enquire how is it possible for the country to get a fraction of fair play while this is the way in which the representative organ of the native press does its duty ? We are charged with antagonism to the Carwar Railway in order to give "vent" to a factious "disparagement." The statement is utterly untrue ; we have never written a word about this railway except in the public interest. We perceive the injustice of the Carwar Railway, and perceive that it is nothing more than the "Carwar Railway," while we do perceive that laying a line through the whole of the Southern Deccan Districts would provide in the highest sense a railway for the people.

THE notification for bringing the Port Trust Act into operation may be expected to be issued almost immediately. Colonel Ballard is spoken of as likely to be appointed chairman of the Trust. This nomination is about the best that can be made. Until such time as the Act is fairly working and the members of the Board have become acquainted with one another and have familiarised themselves with the condition of the port and its future wants, it is very desirable that the Trust should have a Chairman with whom the Board could work harmoniously, and Colonel Ballard is just the man for the occasion. A good practical Engineer, a good man of business, and an officer of sufficient local experience, we augur favourably of the Trust under Colonel Ballard's direction.

The Hon. Mr. Forbes, the Hon. Mr. Bythell, the Hon. Narrayen Wassoodew, Captain Henry, Mr. J. C. Hall, and Mr. Kessowjee Naik are likely to be the non-official members of the Board. These are approved names, but we should like to hear that a native merchant was found eligible for the Trust. The Honourable Narrayen Wassoodew and Mr. Kessowjee Naik do not exactly represent the native *merchants* of Bombay.

The Government are to be credited for going to work vigorously since the setting in of the monsoon. Yesterday afternoon an Extraordinary Gazette was published appointing Mr. W. G. Pedder Municipal Commissioner under the new Act. The rules for forming the future Corpor

THE "BOMBAY TATLER."

You cannot conceive the gratification with which my heart was filled at the announcement that the new Municipal Act will come into operation on a certain date this month. It is such a very long time since it was born and nursed through the perilous times of thirteen Council meetings at Poona that I thought the child must now be very old-fashioned, and as it is, it no longer deserves to be called the *new* Municipal Act, its age securing it against any such epithet. We may expect an end of the municipal interregnum at last. Men will now meet and transact business devoid of that heartless feeling that there is no use "doing anything just now, as the new Municipal Act will soon be coming into existence." By this feeling even the busybodies were utterly weighed down. I am not sure, however, that it was not the reason of our securing one blessing at least at the expense of the old country, viz., that Mr. Nowrojee Furdonjee left Bombay for the purpose of giving evidence before the Finance Committee. Only two men, perhaps, bore up against the gloom that was settling over the pure aspirations of municipal souls—these were Major Payne Barras and the Editor of the *Times of India*: the one because of his magnificent proportion of animal spirits, the other "because he couldn't see it, and because he thought the municipal interregnum might be a very bad thing—yet not so bad as it looked—in fact, perhaps was a good thing, although finally on further consideration he was not at all sure about the matter." It is said that a statesman ought to proceed slowly, and if this be true, the pace which Sir Philip Wodehouse has maintained since he declared the Municipal Bill passed, justifies him in being considered one of the most distinguished legislators who ever sat upon the mountain at Poona and governed.

Is it not the case that at one time it was given out by the Committee of the Bombay Exhibition that at the conclusion of the Show they would award medals to the exhibitors who had proved to be most deserving? and is it not the case that up to this day no medals have been awarded?—that at least, no awards have been published? I put in the last clause, because I see a statement in a Punjab journal, from which it would appear that the Committee have awarded certain medals. According to *Indian Public Opinion* the Murree Brewery Company have "obtained a medal at the late Bombay Exhibition for their beer and porter." If this is the case, all I have to say is that the Committee have been conducting their operations regarding these beverages with a secrecy that is suspicious. Where were the Murree beer and porter casks exhibited? Surely, none of the Bombay public were aware that such articles were exhibited at all. Could the barrels have been hidden in the Secretary's room? or were they secreted under the Gaekwar's chudder? and who were the beer and porter tasters upon whose recommendation the medal was given?—I had almost said who were the lucky men, or was there only one lucky man, and he the Secretary? This matter of the beer and porter ought to be looked into by everybody with eagle eyes. I may or may not henceforward think more highly of a Secretary who can judge of a picture as profoundly as he can of a mug of good beer—I may or may not think that the man who can have the merits of Murree beer and porter to decide upon, and does so calmly and quietly without allowing the public even to see the barrel or the bottles, is a man endowed with no ordinary abilities;—but, Sir, "Tatler" is not bound to think that the Honorary Secretary did not commit a great error of judgment in keeping this matter of the Murree beer and porter so profound a secret; for had he but announced to the public that the great Bombay Exhibition, besides containing gimcracks and Mr. Smith's refreshment rooms, also contained specimens of beer and porter from Murree, natives and Europeans would have crowded to the place in thousands, and the receipts would have been enormously enhanced. I have spoken of the tiger question as the question of the hour; but it must yield the palm now to the all-important interrogation, "Who drank the Murree beer and porter at the Bombay Exhibition?"

The tiger controversy is longer than the longest tiger that ever cut grinders. I had thought it was done with, and that it was generally accepted that 10½ feet was an exceptionally long tiger, when the other day I was astonished to see mention seriously made of a tiger twenty-two feet long! That is a tiger!—two tigers, I should say. Now if Mr. Langley was wrong for writing in a private letter that his tiger was about eleven feet long, what punishment ought to be awarded to the *Gentleman's Magazine* for gravely publishing a story about a tiger twenty-two feet long? The question is a curious one in proportion, and perhaps "Spherical" will work it out, "Smoothbore" at his elbow to assist the calculations. The subject has inspired a melancholy friend of mine, who generally walks passing one hand over his brow as if he were smoothing down the agitation of the intellect within, and with the other placed in the furthest off corner of his coat tail pockets. Meeting me at a street corner, he silently placed the following lines in my hands, and hurried away bathed in a flood of tears. I was so affected that even at the risk of encountering "Rommany Rye's" big gingham umbrella I said I would publish them, and here they are:—

Oh dire portent! behold arise
The voice of faction to the skies.
Contention now, it rules the land,
The tiger gang—a furious band—
With angry words, disturb the peace,
And naught can now their ire appease.
Where'er it is your lot to stray,
Or near the band, or Queen's high way,
The tiger's length—a doubtful theme—
The ruling topic it does seem.
Care on his brow, with glaring eye,
The tiger hunter you'll descry:
Prowl here and there, with eye intent,
To find the tiger's real length.
Such is the cause of much dispute
'Tween men of sense—a spotted brute.
This controversy waxes strong,
Its weary length it drags along.
"Smoothbore" eclipses all the lot—
The tiger skins before it's shot.
With ease he does this feat perform,
He scents the air with chloroform;
This subtle poison in the breeze
His roaring slops, but makes him sneeze;
The perfume now invades his brain,
Makes him as quiet as when he's slain;
And when this feeble state he's in,
"Smoothbore" deprives him of his skin.

"Under the sun there is nothing new," and this is becoming more evident every day. With awe and reverence we moderns meditate on the wisdom of Solomon. Indisputably it is profound. Its truthfulness recent discoveries are displaying, filling us with wonder and surprise. What a sad reflection for our present boasting, supposed advanced age, that there is nothing in the womb of the future but has been known before by the ages past and forgotten! Is it that our beginning is but the termination of the past? a continuity unbroken absolutely, though relatively it does not appear so, for the simple reason that, we being but a part cannot therefore see nor comprehend things as a whole. Mr. Wendell Phillips surprises us in his lecture on the "Lost Arts." He checks our pride; for our discoveries of the present were well known in the past. We prided ourselves for our discovery of glass. Contrary to our opinion the ancients possessed it before us. In Pompeii a room full of glass was discovered. One thousand eight hundred years ago this was stored there. It was a glass manufactory. The ancients' knowledge of chemistry we vainly endeavour to come up to. The Chinese in their conquests became possessed of a glass transparent and colourless, which when filled with a liquor and looked through seemed to be filled with fishes. In the time of Tiberius an exiled Roman, returning to his country, brought with him a cup, brilliant, transparent, but not brittle. When flung on the pavement it became dented, not broken; and with a hammer was put into shape again. Malleable glass was known. Nero is said to have used an opera glass. The Hungarians have discovered a process of using glass like wool and making it into cloth. It is no wonder, therefore, we look with reverence to the past. Instinct no doubt dictates the feeling.

What sounds are those which fill mine ears? 'Tis not the beat of drum, the blare of trump, nor any sound wherewith the crack of doom might fittingly be followed. Brutus before Phillippi, Macbeth before Dunsinane, might have felt something like this, when portents hurtled through the air. What can it be? It seems to be the voice of dancers on the journey home from celebrating some rites of Eleusis. And again it seems to be like the Babel that one hears in times of political excitement at home. I have it—the Municipal Act comes into operation on the 20th day of June—therein lies the mystery. I have been hearing in anticipation the rows that a few days hence will surge round our local hustings, when Runchordas, Jewanjee, and Allibux will take the platform and spout their qualifications for election as municipal representatives. "I give you everything you want," shouts Runchordas: "I am a reformer, and not give anybody big puggurs again." "And I," says Jewanjee, "am a first-class graduate; know Latin and Greek, and filled with a patriotism and zeal which animated the ancient and noble Fireworshippers, I shall with my strong right arm put down British Tyranny, British Misgovernment, Municipal Extravagance, and the Thousand and one evils that are characteristic of an Autocracy, a concession from which we have won this day, as exemplified in these hustings, these happy scenes, and the proud and intelligent faces of electors that I see around me. What do we owe to the British? Nothing. True—

'They have taught us language, and our profit on't
Is we know well how to curse them.'

Give me your votes, and I shall free you." Enthusiastic applause, and "Arrah Baps" greet Jewanjee, and his chances are brilliant. Allibux says—"Mr. Political Residents or Electors—How we live properly? By cotton trade and all Indian trades and blackwood furnitures. I promise you plenty cotton trades, plenty other trades, and none of the poor people's money shall be spent in making monstrous buildings like the new Secretariat, the Post Office, and you shall all get money for your feasts and your marriages. I myself am burra paisa-wallah, so you vote for me." A hurrah—prefaced by a squeaky "Heep, heep," from a Parsee who knew a Parsee who once heard the conclusion of an English dinner party—follows Allibux's declaration of policy, and he carries the day, although the eloquence of Jewanjee, especially where he talked of demolishing tyranny, had made a profound impression upon the multitude, which insisted upon having several tom-tom-wallahs scattered throughout its length and breadth. The declaration of the poll is made amidst yelling and word pellets of Guzerathee and Marathi, and the successful Mussulman is escorted to the Town Hall by a crowd with taboots and bands of instruments of an ancient and noisy description. The sounds are not pleasant; they are not like the murmurings of sweet water in the ear certainly; but if this is all we have to complain of in the experiment of self-representation by the natives of Bombay we shall be fortunate and have much reason to be happy. Heep-heep-hurrah for the new Municipal Act!

It has been said that a stranger may see more bad riders in half-an-hour in Bombay than he could in a year in any other part of India. And upon my word I begin to believe it. I have stood for a night or two past in the vicinity of the bandstand, and seen some of the queerest specimens of equestrianism it has ever been mortal's lot to see. Here goes a gentleman who urges his bay past you at a canter, and when the beast falls into a trot, he is fain to let his heels fly back to its haunches and catch the pommel of the saddle. Here passes another rider at full pace. He sits in a buck-jumping saddle, the inference from which is, that although his present horse is evidently as quiet as a lamb, yet he has been accustomed to quite a different state of things in the back part of the colonies. It might be reasonably said that in that case the gentleman must be riding on his recollections; but let that pass; I am in the meantime more interested in watching how he urges his horse into a gallop whenever he passes you, and how he works at his reins with his right hand as if he were divided in opinion whether he was grinding an organ or winning a Derby. He sometimes produces an exciting effect by clapping his hat close upon the nape of his neck, and making a loud "tlik-tlik" sort of noise with his tongue and the upper part of his mouth. No sooner is this gentleman out of sight than a pale-faced young man, wearing long Napoleons and spurs as if he were not at a bandstand but at an Imperial review in which he was General, goes past you with a rush, his legs, straight as his scrupulous care can make them, sticking out past the horse's shoulder, which is likely ere long to make the acquaintance of one or both of his spurs. Next comes an elderly gentleman whom some of my friends jocularly called Fordham, while they assert at the same time that his horse is Old Pecksniff's rescuscitated. The rider is bent nearly double, and is pulling at his horse precisely as if he imagined he was in the midst of a life-and-death struggle for plates and guineas. His dress is a shooting-coat and boots and cords, and while he exerts himself laboriously in the saddle the horse seems to be actuated by a spirit of gross hypocrisy, making the appearance of tremendous galloping, while the fact is it is scarcely going quicker than five miles an hour. To do this rider's modesty justice, I must say, that he rides as far from the bandstand as possible, and of an evening his horse may be observed vigorously pawing the wind away in the distance. Here goes another peculiar rider on a gray horse with a very long tail and mane. His idea of riding seems to be that once in the saddle you have just to sit in it like a bag of loose potatoes and exercise no control over your motions whatever. The horse from long practice seems to know his master's peculiarities, and canters along quite as lazily as his master can sit. And there they go—the horse slowly up and down like a ship on the top of a billow in a Swiss mechanical landscape, while the rider's legs go swinging to and fro, and the arms do likewise—the laziest pair, horse and man, you could be ambitious to notice. There goes a young man, smartly dressed, who as he passes the bandstand looks at his toes first on one side of his horse then on the other, to see that they are perfectly straight fore and aft. There another, who at first seems to be able to ride, although it soon becomes apparent that a rough trot would send him bobbing in the air like a float on a mill stream. There are many more riders whom I could notice if I chose; and if it hadn't been that I started this paragraph merely with the intention of noticing the bad riders, I would go out of my way to say how much everybody admires the riding of the Commissioner of Police on his magnificently-moving monster of a horse, But I must hurry from these subjects, and close this notice of Bombay horsemanship with a request to certain gentlemen who have lately taken to play hockey before the bandstand, to the exclusion of pedestrians, who have scarcely two consecutive yards of level grass to walk upon now, not to pull their tats about in the barbarous manner they do. It is possible to obtain a reputation for riding well without spurring or pulling a pony to bits.

A Grateful Republic.—A Mexican paper reports that "Congress in its session of the 18th inst. declared Benito Juarez *benemerito* of the country with the grade of heroic. That on his birthday, the 21st of March, the national flag be unfurled on all the public edifices; on the 18th of July, the date of his death, the flags shall be hung at half-mast in token of mourning. The President is authorized to expend dlrs. 50,000 for a monument to the memory of Juarez, also to appropriate dlrs. 10,000 for a sepulchre for the remains of Juarez and his wife. A pension of dlrs. 3,000 annually is to be paid to each of the married daughters of Juarez while they remain single. The same amount is to be given to Mr. Benito Juarez until he reaches his 25th year. In case of poverty, either of the seven children of Juarez may enjoy the same pension. The unmarried daughters shall receive but dlrs. 1,500 after marriage, which amount will be paid at once to the married daughters, and also to the son of Juarez after he attains his 25th year. A premium of dlrs. 2,000 will be given to the person who shall write the best biography of Juarez."

HIGH COURT.—21st June.

[Before the Hon Sir Charles Sargent.]

LONG CAUSES.

496-72—Khunderao Morojee—Tookaram Horriba v Shaik Essam Shaik Bapoo—M H Khan.
475-73—P Cawasjee—Hurjeevun Natha v Purshotum Megjee and others—Macfarlane and Skipsey.
281-72—Rimington, Hore and Langley—Goculdas Machowjee v Ruttonsey Goculdas—Jefferson and Payne.
749-72—Shapoorjee and Thakurdas—Oojun Jugjeevun v Rahimtoolla Cadurbhoy—Jefferson and Payne.
741-72—Leathes, Crawford and Boevey—W Wallace and others v The Agra Bank, Ld.—No appearance.
744-72—Heare, Cleveland and Peile—Purshotumdas Vullubdas v The East India Bank—Manisty and Fletcher.
746-72—Chalk and Turner—Ramchunder Dadajee v The Secretary of State, &c.—Mr Peile.

[Before the Hon. Mr. Justice Bayley.]

LONG CAUSE.

470-72—S. Pandoorung—Wishwanath Govindjee v Govind Narayen and others—K. Morojee,—Part heard,

[Before the Hon. Mr. Justice Green.]

ADMIRALTY SUITS.

2-73—Hope—Ahmed Saheb Hajee, &c, v The proceeds of the British Barque Fez Robance—Macfarlane and Skipsey.
3-73—Macfarlane and Skipsey—Charles Pierre v the proceeds of the Barque Fez Robance—Hope.

ECCLESIASTICAL SIDE.

In the matter of the alleged last will and testament of Kalidas Shamjee, deceased.—Radhabai, widow—M. H. Khan.

LONG CAUSES.

594-72—Craigie, Lynch and Owen—Hakoobai, widow, v Luckmidas Damjee and others.
241-72—Hearn, Cleveland and Peile—Chaudoo Ragoonathjee v Bapoojee Narayensett and others—Ghandibhoy, Judge, Rimington, and Leathes.
404-73—Shapoorjee and Thakurdas—Sha Govurdhundas Cursondas and another v Esmail Ebrahim.
953-70—Munshi—Chintoba Purshotumjee v Thucker Ruttonjee Laljee—Tyabjee and Sayanee.
356-72—Dallas and Lynch—Dinshaw Bhicajee Khan v Khuttao Ganjee and others—Garud.
54-73—Manisty and Fletcher—Khalucdina Khalfanbhoy v Madhowrao Dinanath—Mady.
291-72—Jefferson and Payne—Cursetjee Nusserwanjee Cama and others v Nusserwanjee Ardasir Wadia—Leathes, Crawford and Boevey.
334-72—Tyabjee and Sayanee—Mungeshrao Raghoonath v Fatmabibee—widow—Dr Dallas.
102-72—Garud—Bhugwandas Munmohundas v Munmohundas Davidas and others—Shapoorjee and Thakurdas.
246-72—Jefferson and Payne—H Vurreer Hajee &c. v K Meerally Dhurrumsey.
687-71—Manisty and Fletcher—Goculdas Purshotumdas v Bayse Agee and others—Dallas and Lynch.
194-72—Khunderao—Bapoojee Morojee v Nusserwanjee Ardaseer Wadia—Rimington, Hore and Langley.
675-72—Prescot and Winter—C. N. Cama v B. Morojee—Khunderao Morojee.

SHIPPING ITEMS.

The ship Doxford, 682 tons, Captain McDonald, will sail to-day in ballast for Madras.

The ship Janet Court, 966 tons, Captain J. Crawford, will sail to-day in ballast for Calcutta.

The ship City of Tanjore, 799 tons, Captain J. P. Smith, will sail to-day in ballast for Narrakal.

The B. I. S. N. Co.'s s. s. Arcot, 1,131 tons, Captain C. C. D. Hutchison sailed yesterday in ballast for Calcutta via Malabar and Coromandel coasts.

The B. I. S. N. Co.'s s. s. Kurrachee, 510 tons, Captain G. M. Beyts, arrived in harbour yesterday from Kurrachee with the following cargo:—41 cases indigo, 38 packages roots, 12 kegs plums, 77 packages skins and hides, 10 packages fishmaws and 1 case brick press. She brought the following passengers:—Major and Mrs. Alexander and child, Mr. Hope, Mr. McLeod, and 7 deck passengers.

The s.s. European, 1,799 tons, Captain E. B. Penrice, which arrived in harbour on the 19th inst. from Liverpool, 15th May, called at Malta, Port Said, and Suez, via the Canal, with the following cargo:—200 cases copper sheets, 65 packages cotton, 4,616 bars iron, 2,851 bundles rod iron, 450 bundles galvanized sheet iron, 5,154 bundles iron hoops, 1 case cutlery, 12 casks brass wire, 7 cases provisions, 104 bales twist and yarn, 5 packages railway grease, 1,050 pipes, 364 packages goods, 77 cases bottled stout, 10 bundles sheet lead, 2 cases cloth, 100 kegs nails, 15 bales canvas, 7 cases linens, 2 cases harness, 6 casks earthenware, 2 cases Indianrubber, 1 case drugs, 2 cases toys and perfumery, 25 casks beer, 5 cases leather-ware and saddlery, 4 bags corks, 13 cases sewing machines, 1 case lead, 4 cases granite, 36 cases wine and spirits, 14 cases cast-iron gates, 12 cast-iron posts, 623 cast-iron pipes, 239 packages machinery, 3 bales cloths, 8 cases steel, 100 drums linseed oil, 1 case toys, 22 cases thread, 35 packges woollens, 3 cases mill-stores, 15 cases printed cottons, 10 bales grey cottons, 53 casks 11 hogshead and 55 packages wine, 2 cases umbrellas, 1 case flannel, 30 barrels fire-clay, 2 cases cord-clothing, 7 cases leather, 582 iron-plates, 150 barrels tar and coal pitch, 53 boxes soap, 6 cases hardware, 1 case mustard, 15 bundles tubes, 16 cases rivets, 1 case gun, 1 case mill-furniture, 24 cases tool boxes, and 2,999 packages merchandise. The vessel is consigned to Messrs. W. and A. Graham and Co.

STATE OF THE TIDE AT BOMBAY.

High Water. Time.	Height.	June.	Low Water. Time.	Height.
H. M.	Ft. In.		H. M.	Ft. In.
9 2 m	4 10	Saturday 21	2 19 m	0 1
8 31 a	3 8		2 52 a	2 4
9 54 m	5 6	Sunday 22	3 18 m	0 4
9 23 a	3 7		3 47 a	2 4
10 40 m	6 0	Monday..... 23	3 50 m	0 1
10 19 a	3 6		4 36 a	2 5
11 23 m	6 4	Tuesday..... 24	4 33 m	0 3
10 53 a	3 6		5 21 a	2 7
0 5 m	6 4	Wednesday ... 25	5 15 m	0 2
11 34 a	3 6		6 4 a	2 8
.....	.....	Thursday 26	5 52 m	0 0
0 41 a	6 1		6 42 a	2 8
0 12 m	3 4	Friday 27	6 28 m	0 7
1 15 a	5 11		7 19 a	2 7

Moon—New, 25th, 2h. 2m. A.M.

SERIOUS ASSAULT BY A POLICEMAN.

Yesterday Mr. Dosabhoy Framjee attended the Jamsetjee Hospital and took the dying declaration of Babu Hajee, who was seriously assaulted by Gopall Jairam, a policeman, on the morning of Wednesday last.

Babu Hajee, on oath, deposed—I am nine years of age, and live with my mother in Chas Mohla. I know the prisoner, Gopall Jairam, police constable No. 447 B. At three o'clock on the morning of Wednesday last, as I was going along the Bhendy Bazaar Road, I met the prisoner. I had with me at the time in my right hand Rs. 5 in cash. The prisoner seized me and asked me how I got the rupees which I had with me. I made two or three statements and told him that I was going to my native country. He therefore told me that if I gave him Rs. 3 out of the five I had he would let me go. I said I would not give him anything, as the money belonged to my mother. Prisoner then said he would take me to my mother. On the road we met with another Mahomedan sepoy, who accompanied us. When near the door of my house prisoner asked me to give him two rupees. I declined to do so, when he said, "Give me one rupee, and I will go away." I would not do so. He then seized me by my right hand and gave me a severe pull. He also gave me another severe pull, seizing me by my right hand, and I fell down, injuring my right hand by the fall. The other policeman who was with us told the the prisoner, "Don't do this way, the boy will be killed." I don't know that sepoy's number. My mother did not see the pulls given to me by the prisoner. The door of my room was opened by my mother afterwards. Some men and women had gathered near the door when I was assaulted by prisoner. I don't know their names. Afterwards the prisoner took me to the chowkey and placed me before the sahib now standing near me (Mr. Inspector Price). My mother accompanied us to the chowkey, and she informed Mr. Price that I had stolen Rs. 5 from her, but she would not prosecute me. Mr. Price, thereupon, struck me with a cane on my buttock, about twelve times, and discharged me. Besides the two pulls which the prisoner gave me, he did not commit any other assault upon me.

Cross-examined by Prisoner—I did not tell you when you apprehended me that I was tied to a post and beaten by my mother and uncle on Monday. I was not beaten by my mother or uncle when you took me to my mother. I did not tell her that you had assaulted me. I did not tell Mr. Price that I was assaulted because you threatened me, and told me that you would beat me if I said anything about the assault to the saheb. I told my mother about the assault on my return home after I was released by Mr. Price. I was crying when you first took me to my mother. I did not raise a cry when you pulled me by the hand.

RELIGIOUS SERVICES

ST. THOMAS' CATHEDRAL.

SECOND SUNDAY AFTER TRINITY, 22ND JUNE, 1873.

7-30 A.M.—1st Celebration of Holy Communion.
11 A.M.—Morning Prayer and Sermon, with 2nd Celebration of Holy Communion. Hymns 382 and 350 beginning 3rd verse.
4-45 P.M.—Catechising.
5-30 P.M.—Litany.
6 P.M.—Evening Prayer and Sermon. Hymns 3.8 and 275.
Anthem—Arise, shine, for thy light.
The offertory will be devoted as usual.

HOLY-DAYS.

Tuesday, 24th June, Feast of the Nativity of St. John Baptist.
The Holy Communion will be celebrated at 7-3 A.M.

ST. JOHN'S CHURCH, COLABA.

7-30 A.M.—Holy Communion Celebration.
11 A.M.—Morning Prayer. Hymn 281.
6 P.M.—Evening Prayer and Sermon. Hymns 177 and 320.
The offertories will be devoted as usual.

CHRIST CHURCH, BYCULLA.

11 A.M.—Morning Prayer and Sermon. Hymns 1 and 133.
11-55 A.M.—Holy Communion. Offertory to be devoted as usual.
6 P.M.—Evening Prayer and Sermon. Hymns 154, 336 and 275.

HOLY TRINITY CHURCH, SONAPORE.

11 A.M.—Morning Prayer and Holy Communion with Sermon. Hymns 302 and 294.
6 P.M.—Evensong and Sermon. Hymns 10, 144, and 251.
The offertory as usual.

ST. PAUL'S CHURCH, KAMATHIPOORA.

7-30 A.M.—Holy Communion in English.
9 A.M. and 3 P.M.—Tamil Services.
4 P.M.—Evening Prayer and Sermon in Marathi.
6 P.M.—Evening Prayer and Sermon in English. Hymns 192, 164 and 309.

FERE CHURCH, ESPLANADE.

11 A.M.—Morning Service. Psalm 48. Hymns 203 and 242.
6 P.M.—Evening Service. Psalm 63. Hymns 371 and 30.

ST. ANDREW'S CHURCH, APOLLO STREET, FORT.

11 A.M.—Morning Service.
Psalm 63, (Tune Martyrdom—No. 121.)
Hymn 47, (Tune French—No. 94.)
Hymn 91, (Tune St. Stephen—No. 156.)
6 P.M.—Evening Service.
Psalm 36, (Tune New London—No. 131.)
Hymn 99, (Tune Stroudwater—No. 169.)
Hymn 135, (Tune Olivet—No. 220.)
Anthem—Praise the Lord all ye heathen: page 149.
Collections on behalf of the City Mission Refuge for European Children.

BAPTIST CHAPEL, BELLASIS ROAD.

Public Services, in the morning at 7 A.M., and in the Evening at 6 P.M.
Prayer Meetings every Saturday at Mr. Smith's House, Duncan Road, (opposite Messrs. Treacher and Co.'s), commencing at 7 P.M.

THE NEW MUNICIPAL BILL.

The following *Bombay Government Gazette* Extraordinary was published yesterday:—

The following Notifications are hereby issued for bringing into operation the "Bombay Municipal Act of 1872":—

I.—The Honourable the Governor in Council is pleased, under the provisions of Section XLII., to appoint Mr. W. G. Pedder to be "Municipal Commissioner for the City of Bombay."

II.—The Honourable the Governor in Council is pleased, under the provisions of Section CCCVI., to notify the following conditions for the qualification of Electors and Members of the Corporation; and to fix the following dates for the election, nomination, and appointment of the members of the Corporation and Town Council:—

1st.—Every person who shall on any day prior to the date hereof have paid a sum amounting to or exceeding fifty rupees for house rate and police and lighting rates for the year 1872 shall be qualified to be appointed a member of the Corporation created by the said Act, and likewise to vote at the election of any such member.

2nd.—The election of sixteen members of the said Corporation by the Justices of the Peace resident in the City of Bombay shall be held on Monday, the 11th day of August next ensuing.

3rd.—The nomination by Government of sixteen members of the said Corporation shall be made on Thursday, the 21st day of August next ensuing.

4th.—The election by the members of the said Corporation of eight members of the Town Council shall made be on Thursday, the 4th day of September next ensuing.

5th.—The nomination by Government of four members of the Town Council shall be made on Thursday, the 11th day of September next ensuing.

III.—The Honourable the Governor in Council is pleased, under the provisions of section VI., to make the following rules for regulating the election of the members of the Corporation by the ratepayers resident in the city of Bombay:—

Rule 1.—For the purpose of the election of members of the Municipal Corporation of the city of Bombay, the said city shall be divided into the wards hereinafter specified, and such wards shall be respectively taken to be those shown in the lists of qualified voters to be framed by the Municipal Commissioner; and each such ward shall be entitled to return the number of members herein assigned to it, that is to say—

Ward No. 1.—The Fort, Colaba, and Esplanade, 5 members.
Ward No. 2.—Market, Mandvee, and Chuckla, 6 members.
Ward No. 3.—Dhobie Talao, Funuswady and Bhooleshwur, 4 members.
Ward No. 4.—Oomercarry and Dongree, 3 members
Ward No. 5.—Khara Talao, Coomerwarra, Camattipoora and Byculla, 4 members.
Ward No. 6.—Khetwady, Girgaum, and Chowpatty, 3 members.
Ward No. 7.—Walkeshwur and Mahaluxmee, 3 members.
Ward No. 8.—Mazagon and Tarwaree, 2 members.
Ward No. 9.—Sewree, Parell and Sion, 1 member.
Ward No. 10.—Mahim and Worlee, 1 member.

Rule 2.—Each person entitled to vote shall vote for one ward only, that is to say, the one in which he is entered as resident in the lists published by the Municipal Commissioner; and his vote shall be given for one member only.

Rule 3.—The election shall be held on the day appointed by proclamation of the Governor in Council, at the places hereinafter appointed for the respective wards, that is to say—

Wards No. 1 and No. 7.—At the Municipal Commissioner's Office.
Wards No. 3, No. 5, and No. 6.—At the Girgaum Police Court.
Wards No. 2 and No. 4.—At the Arthur Crawford Market.
Ward No. 8.—At the Mazagon Police Court.
Ward No. 9.—At the Police Station at Parell.
Ward No. 10.—At the Custom House at Mahim.

Rule 4.—The Municipal Commissioner may appoint such and so many polling officers as he may consider necessary, and may pay them reasonable remuneration for their services.

Rule 5.—Voting papers in the form appended shall be prepared by the Municipal Commissioner, and furnished to the electors on application at his office.

Rule 6.—On the day fixed for the election, the polling shall commence at 9 A.M. and shall close at 6 P.M. precisely, and each voter shall present to the polling officer his voting paper with the name of the person for whom he desires to vote written legibly therein in the English language, and with all particulars duly filled in, and shall answer any questions put to him by such officer, and shall sign the voting paper in his presence; and such officer shall attest each such signature, and shall attach consecutive numbers to all such voting papers, and shall at the close of the poll send them in a packet duly sealed and secured to the Municipal Commissioner.

Rule 7.—On the day of election no objection to any intending voter shall be admitted, except in respect of identity, or of not being on the list of voters for the ward; and if any such authorised objection shall be made to any voter, the polling officer shall transmit his voting paper separately to the Municipal Commissioner, and shall direct the parties to appear before such Commissioner within three (3) days from the day of the election; and the decision of the Municipal Commissioner made after due enquiry into the objection shall be final.

Rule 8.—The polling officer shall, at the close of the day, transmit to the Municipal Commissioner a list of the objections to voters admitted by him during the day; and the Municipal Commissioner shall, after hearing and deciding upon all such objections, make lists of the votes given in each ward, and shall record the same in his office, and shall, within ten days after the election, publish in the *Government Gazette* and at his office the names of the candidates for each ward, and the number of votes given for them respectively. And the candidates for whom the greatest number of votes shall have been given in each ward shall, in the proportion hereinbefore assigned to the respective wards, be deemed to have been elected members of the Corporation for the said wards accordingly.

Rule 9.—No person shall be returned for more than one ward; and in case of any person or persons being found to be elected in more than one ward, he or they shall be permitted to elect for which ward or wards respectively he or they will serve as member or members of the Corporation, and the votes which the said person or persons shall have obtained in any other ward shall be cancelled, and the nominee or nominees in succession who shall have obtained the next largest number of votes shall be returned in the place of the said person or persons; and if in any such case there shall have been no other nominee for whom any votes have been recorded, then the Governor in Council shall fix a time for holding an election in respect of any ward or wards which may thus be left without due representation.

Rule 10.—In case of any two or more nominee receiving an equal number of votes in the same wards, the choice shall, if necessary, be decided by lot, to be drawn in the presence of the Municipal Commissioner, who shall publish the name of the person to whom the lot has fallen.

By order,
F. S. Chapman,
Chief Secretary to Government.

BOMBAY RACES.—1874.

ENTRANCES ON THE 1st JUNE 1873.

THE DEALERS' PLATE.

H. H. Aga Khan's.....	g a h	Nineveh.
Mr. Aga Moochool Sha's.....	g a h	Mozuffer.
,, ,,	c a h	Munsoor.
Mr. G. Richard's	b a h	King Lear.
Mr. Ali Abdoola's.....	b a h	Arab Child.
,,	g a c	Blood Royal.
Mr. Shaik Abdoola Salim's...	g a h	Delawar.
Mr. Abdool Raymon's.....	b a h	Amneety.
,, ...	b a h	Bow Leg.
,, ...	b a c	Blooming Star.
,, ...	g a c	Hopeful.
Major Lindsay's	c a h	Desert Born.

THE BYCULLA CLUB CUP.

H. H. Aga Khan's	g a h	Saum.
,, ...	g a h	Nineveh.
,, ...	g a h	Kaldar.
,, ...	c a h	Kingfisher (late Bin Nissar.)
Mr. Ali Abdoola's	c a h	Tokay.
Mr. Aga Moochool Sha's	g a h	Silvertail.
,, ,, ...	g a h	Mosuffer.
Mr. Abdool Raymon's.....	b a h	Merry Legs.
,, ...	b a h	Adonis.

THE DRAWING-ROOM STAKES.

Dr. Anderson's	g a h	Light Dragoon.
Major G's.....	g a h	Blue Danube (late Herat).
,, ...	g a g	Old Court.
Mr. Jones's	c a h	Bheel Chief.
Capt. Dent's	c a p	Jamil.
Mr. Elliott's	c a g	The Stoic
Mr. G. Richard's.....	b a h	King Lear.

THE FORBES' STAKES.

Mr. Elliot's	b a u m	Satanella.
Mr. Wheal's	b a u m	Phillipine.

THE MAIDEN GALLOWAY PLATE.

H. H. Aga Khan's	c a g	Meerakkoor.
,, ...	b a g	Bomtay.
Mr. Aga Moochool Sha's.....	c a c	Malhoob.
Capt. Dent's	b a g	Malbrook.
Mr. Walter's	g a g	Quilp.
Mr. Abdool Raymon's	b a g	Outram.

THE DERBY.

H. H. Aga Khan's	g a h	Eldrum.
,, ...	g a h	Saum.
,, ...	g a h	Nineveh.
,, ...	g a h	Kaldar.
,, ...	c a g	Kingfisher (late Bin Nissar.)
Mr. Aga Moochool Sha's.....	g a h	Mozuffer.
,, ,, ...	c a h	Munsoor.
Mr. G. Richard's	b a h	King Lear.
Mr. Abdool Raymon's.....	b a h	Adonis.
,, ...	b a h	Bow Leg.
,, ...	g a c	Blooming Star.
,, ...	g a c	Hopeful.
Major Lindsay's.....	c a h	Desert Born.
Mr. Ali Abdoola's	b a h	Arab Child.
,, ...	g a c	Blood Royal.
Mr. Shaik Abdoola Salim's...	g a h	Delawar.
Mr. Jones's.....	c a h	Bheel Chief.

THE COWASJEE JEHANGHIER PURSE.

Mr. Jonss's	b a u g	Middy.

THE GALLOWAY PLATE.

Mr. Aga Moochool Sha's.....	c a g	Mahboob.
Capt. Dent's.....	c a p	Jamil.
Mr. Elliot's.....	c a g	The Stoic.
Mr. Walter's	g a g	Quilp.
Mr. Abdool Raymon's	b a g	Amneety.
Major Lindsay's.....	b a h	Chieftain.
H. H. Aga Khan's.....	c a g	Meerakhoor.

THE CHAMPAGNE STAKES.

Major G.'s.....	b a u f	Inheritress.
Mr. Jones's	b a u g	Middy.

H. H. AGA KHAN'S PURSE.

H. H. Aga Khan's.....	g a h	Saum.
,, ...	g a h	Nineveh.
,, ...	g a h	Kaldar.
,, ...	c a h	Kingfisher (late Bin Nissar.)
Mr. Aga Moochool Sha's	g a h	Mozuffer.
,, ...	c a h	Munsoor.
Mr. Abdool Raymon's	b a h	Bow Leg.
,, ...	b a h	Adonis.
Major Lindsay's.....	c a h	Desert Born.
Mr. Ali Abdoola's	b a h	Arab Child.
,, ...	g a c	Blood Royal.
Mr. Jones's	c a h	Bheel Chief.
Mr. Shaik Abdoola Salim's...	g a h	Delawar.

THE ELEPHANTA STAKES.

Dr. Anderson's	g a h	Light Dragoon.
Major G's	g a h	Blue Danube (late Herat.)
Mr. G. Richard's.....	b a h	King Lear.
Mr. Jones's.....	b a h	Chieftain.
Mr. Jones's	b a h	Moosa.

H H ALI SHA'S CUP.

H. H. Aga Khan's	g a h	Saum.
,, ...	g a h	Nineveh.
,, ...	g a h	Kaldar.
,, ...	b a c	Lachin.
Mr. Aga Moochool Sha's	g a h	Mozuffer.
Mr. G. Richard's	g a h	King Lear.
Mr. Jones's	c a h	Bheel Chief.
Mr. Abdool Rahmon's	b a h	Bow Leg.
,, ...	b a h	Adonis.
Major Lindsay's.....	c a h

which marked the settlement of what at one time looked far more formidable—the Purchase system—millions might have been saved, and India might by this time have had an army worthy of the name. With the way thus prepared and the Staff Corps allowed to die a natural death, the regimental system could be restored, promotion be at once equalized and stimulated by making it run in the regiment of three or four battalions, and not in the battalion, and yet a regimental *esprit de corps* be maintained. The Army might still supply officers for civil appointments, though not to so great an extent as in the days of the patriarchal system of administration; but they would be "seconded" for two years of probation, and thereafter their names would be removed from the regimental list, subject to the condition that Government might re-employ them in military duty if it saw fit. In these remarks I have not touched the very difficult question of native officers. It is possible that the system might be safely tried on a limited scale of allowing the old families to supply and completely officer small corps, but that is a political question which must be treated exceptionally. The cadets of noble families should rather be encouraged to seek a place in our ordinary administration, like the young Rajah of Nattore, who is one of our Foreign Office attachés.

(Globe, May 30.)

Our correspondence from Calcutta this morning contains a remark deserving attentive consideration. "Neither in a military nor a financial sense," it is said, "can we go on much longer as we are doing without very serious risk." This is not an agreeable announcement. If the finances of India are embarrassed by the charge for the Army, and the Army is inefficient after all, the result is one in which it is certainly impossible to acquiesce. The whole expenditure of the Indian Government for ordinary purposes—that is, for all purposes exclusive of Public Works—is, in round numbers, 45,000,000*l.*, of which sum upwards of one-third is absorbed by the military establishments. We maintain in India some 60,000 European troops and from 100,000 to 120,000 native soldiers. Whether that is numerically an extravagant force for an Empire with a population of 200,000,000 we need not inquire; but it is clear that it should be efficient, and also that it should be raised and kept on the most economical system practicable. The financial question has been settled, or shelved, or suspended, as our Correspondent observes, "for another year;" and this brief respite might be turned to good account by reviewing the charges and organization of the Native Army. The fact is Lord Northbrook has contrived to make both ends meet while relinquishing an obnoxious tax, and so far has given satisfaction to the country; but the equilibrium thus established is by no means stable, and the whole matter in its general aspect remains as before. It would be found very difficult, indeed, to provide a material addition to the revenues of India, and if any material reduction is to be made in the expenditure, it must be by reforms in the military organization. In other Departments it is morally certain that the expenditure will even increase. Civil administration, in almost all its branches, must, if we are to do our duty to the people of India, become more and more costly year after year. That is its tendency at the present moment, and yet the people cannot easily be taxed for the benefits they receive. Our chief source of income is the land revenue, or the rent which is paid to the Sovereign as the universal landlord. But in dealing with its millions of tenants the Indian Government has made such long settlements, or, in other words, granted such long leases, and on terms so favourable to the lessees, that we are debarred from what might be regarded as the landlord's fair share of advancing profits. There is no other tax but that on Salt which touches the masses of the people. Stamps it is true, produce a considerable and an increasing amount of revenue, owing to the large creation of private rights under our rule, and the consequent resort to Law Courts for the purposes of enforcing or declaring them; but with these two items our resources practically end. It is doubtful if we could raise another million without irritating those who could make their annoyance felt, or oppressing those who would have to suffer in silence. In the end, therefore, we are driven to retrenchment as the only road to financial reform, and there is little retrenchment practicable except in the Administration of the Army.

It is not necessary, and, under existing circumstances, it would certainly not be prudent, to weaken the Government of India by a reduction in the effective strength of its military establishments. It is contended, indeed, not that our Indian Army is too powerful, but that it is not powerful enough. One-third, we are told, of the native troops have ceased to be fighting men, while an equal number cannot be safely trusted. We have never recovered from the effects of the Mutiny, or rather from the ultimate effects of that convulsion on our military organization. At all points of our proceedings at that conjuncture we seem to have been unsuccessful. The reader will not fail to observe that the question of the Indian Staff Corps, and of the injustice done by its regulations to officers and taxpayers alike, is attracting notice in Calcutta as well as at home; but that is only one of the great problems of military finance. We maintain an expensive and yet, as is alleged, an inefficient Native Army. We keep up three great military commands where one would probably suffice. We have produced a gulf between the native soldiers and their English officers, and as the net result of our experiments we have a large, loose, half-effective, and but half-satisfied force. The views of the subject reported by our Correspondent are remarkable. He describes the Native Army of India as based on the idea of a large numerical force rendered politically harmless by its comparative inefficiency, and the alternative he suggests is a force serviceable against our enemies from its thorough efficiency and harmless to our sovereignty from its comparative smallness. Sepoy armies have constituted a known source of political danger for many a year. In the great Bengal Mutinies we experienced the full force of the standing peril, and we took precautions against the future by maintaining a more powerful army of Europeans on the one hand, and breaking up the old Sepoy establishments on the other. In this work of regimental disorganization it now seems that we have gone too far. Our immediate object has doubtless been accomplished. There is no longer any Native force in India which could preserve its compactness and discipline through months of continuous flight like the Nusseerabad Brigade, but neither, it appears, is there any considerable force of such troops to be relied on in case of emergency. Present views appear to point to principles of military organization resembling those recently approved at home. A comparatively small Native Army capable of rapid expansion by means of large reserves seems to be contemplated as the fighting force of the future. India, it is certain, offers extraordinary facilities for the execution of one portion of such a scheme. The materials are all at hand in unexampled abundance. Many native races comprise thousands of men not only born soldiers, but actually trained to arms, who would gladly accept a small retaining payment as troops of the reserve. They would at any time, it may be feared, use the sword rather than the ploughshare. We ourselves disarmed them, and we could arm them or engage them afresh. Our rule has done something towards establishing the pursuits of peace in India, but there is many a class and many a community which would eagerly embrace the opportunity of soldiering once more.

How far all this might actually be consistent with political security and conducive at the same time to financial economy, it would be premature to say, but it is clear that our present system is neither cheap nor safe. The Army costs 15,000,000*l.*, and yet it is not a good Army. The officers of the old Army constitute an increasing burden for the State, and yet so perversely have things been managed that they are justly dissatisfied nevertheless. All this while, too, the financial position of the Indian Government is strained in the extreme. If our authorities can see their way to this time next year, it is as much as can be said. There is not only no elasticity in the revenue, but no power of expansion. The country, it deserves to be added, is flourishing. The people are multiplying rapidly, almost too rapidly, it is sometimes thought, for the resources of the soil. Education has made wonderful progress. Public Works—no small item in the Imperial expenditure—have largely diminished the dangers of floods and famines. So much silver has been poured into the country that its value has been materially depreciated. For all this, however, the State, on a comparison of its obligations and its resources, remains poor, and as nobody sees how to add satisfactorily to its income, the only alternative is to curtail its outgoings. That, in fact, is the work with which Lord Northbrook will charge himself during the current year, and it is in a comprehensive scheme of military re-organization that his best chance of success will be found to lie.

THE LATEST INGENIOUS HOAX.—A very ingenious kind of hoax is at present being largely practised. It is not indeed so much a hoax as a decided and punishable attempt to obtain money under false pretences. The *modus operandi* is this. A person receives an envelope containing a card which purports to be a free admission for two to some popular threatre. It is dated, the part of the house specified, and the gentleman is warned that the order must be presented before eight. He is delighted to get it, but cannot fancy which of his friends has sent it to him. It is signed "W. H. Stephenson," but he does not know any one of that name, and while he is wondering to which of his friends he is indebted for this unexpected pleasure, he is reminded that the messenger is waiting to be paid. He gives him sixpence very willingly, and by the time he gets to the theatre he finds that he has been imposed upon. This is not an exceptional case, else it might be attributed to an ingenious practical joker. It is done so repeatedly that it must be a regular system, and, in fact, the boxkeeper at one of the theatres tells us that he knows the form of the "free pass" quite well and the handwriting of the signer, "W. H. Stephenson." The person who utters it does not commit forgery, as there is no "W. H. Stephenson" who would have a right of admission to the theatre.—*Globe.*

ON THE ROAD TO KHIVA.

THE following is a translation from the correspondence of the *Invalide Russe* :—

"Camp of the river Kly (March 14.)—On the 12th of March all the *échelons* of the Djizzak columns of the Turkestan force operating against Khiva were concentrated on the Kly, eight versts to the north-west of the town of Djizzak. On that day the Bokharian Embassy arrived in camp; its chief, the respected Yah Yah Hodja, has been several times on a mission to our territory. The Bokharian Embassy awaited the arrival of Adjutant-General von Kaufmann, who arrived at the camp on the Kly the evening of the same day. The chief Envoy said that the Ameer of Bokhara, on hearing of the return of the Governor-General, had sent him to express his joy at the event, and to congratulate his Excellency on his safe return. Deputations from different towns and classes of inhabitants of the Terafshan district were presented to Adjutant-General von Kaufmann. The deputies presented bread and salt, and expressed their joy at seeing General Kaufmann safely returned from St. Petersburg in good health. It is probable that the feelings expressed by the deputies were sincere, as they spoke in the warmest and heartiest manner. General Kaufmann received the representatives of the natives in the kindest manner and thanked them in the name of His Majesty the Emperor for their quiet and peaceful conduct. These thanks were also given by General Kaufmann to other deputations of the inhabitants during his journey from Kazali.

"Well of Baiman-Tapti, March 26.—On the 20th of March head-quarters and the second *échelon* of the Turkestan detachment arrived at the wood of Temir-Kabuk, or, more correctly, the ravine with a stream of that name in the Nuratau mountains. Here Astana-kul-Tok-Saba, the Bek of Ziuddin, in the Bokharian dominions, arrived with his suite. He congratulated General Kaufmann in the name of his master, and was the bearer of rich presents. Towards evening of the same day Abdu Falil Bu, Bek of Nuratau, arrived in camp, also with congratulations and presents from the Ameer, and announced his intention of meeting the Governor-General of Turkestan with full honours at the station of Balta-Saldyr, one march from Temir-Kabuk, for which place Adjutant-General Kaufmann intended setting out on the 22nd of March. During the whole march of the *echelon* from Kly to Temir-Kabuk, a distance of 127 versts, a strong gusty wind blew from the summits and ravines of the mountains, and it rained incessantly. On entering the steppe the detachment hoped for a cessation from the wind and rain, and certainly the rains hardly troubled us any more, but the wind followed at our heels, and caused us many new inconveniences. The sand and dust raised by the wind choked our noses and eyes and oppressed our senses. Two versts before reaching the well of Balta Saldyr, the Bek of Nuratau, dressed in a brocaded dressing gown and green Cashmere shawl, and mounted on a handsome horse, rode forward with his suite to meet General Kaufmann. The Bokharians had pitched their tents near the well, and the nomads of the neighbourhood brought fuel, cakes, tobacco, raisins, &c., for sale, so that the desert spot near the well appeared like a small town from a distance. The care and attention of the Bokharians was so great that they declared themselves ready to place a number of camels at our disposal. Before reaching Temyr-Kabuk many of our camels had dropped from exhaustion, and others were much weakened. It was, therefore, necessary to replenish our supply of these animals, and, therefore, the commander of our troops very readily accepted the kind offer of the Bokharians, who, however, only supplied the Russian detachment with a few tens of camels.

"Wells of Aristan Bel Kulduk, April 3.—From the time of the advance of the Djizzak detachment into the Kizil-Kun steppe the nature of the country underwent a great change. There were no streams of any kind. The supply of water entirely depended on the wells dug by the nomads for their own use. As the quantity of water in these wells is not everywhere sufficient to supply a large detachment, it was necessary to sub-divide the *echelons* of the Djizzak detachment into eight half *echelons*, four of which composed the southern column, and marched by the line of wells along the frontier of Bokhara, the other four composed the northern column, and marched more to the right, but at no great distance from the former. Thanks to this division of the forces, the Djizzak detachment found everywhere a sufficient quantity of water, although not always of good quality. It sometimes happened that near a well with good water, at one, two, or even three versts, there occurred a well with inferior water, the men supplied their wants with the first-named, and the animals drank out of the second. There are no roads between the wells, and therefore the troops marched from one halting-place to another under the direction of officers of the Staff Corps, who had native guides under their command. The length of the marches depended on the distances between the wells, and therefore varied in length, some being as much as 35 or 40 versts long, while others only 15 and under. From the wells of Balta Saldyr (where the troops divided into half *echelons*) to the wells of Aristan Bel Kulduk and Ayak (where they were reformed into two *echelons*), five marches were made to the first-named of these wells and four to the second. The difficulties and privations endured by the men were very considerable. The Sappers marched at the head of the detachment, making a road for those who followed. The artillerymen had great difficulty with the guns at the steep descents where they used ropes. Lastly, the infantry were ordered in turn to assist the camel drivers in transporting the packs and watching them on the march. Every one acquainted with the character of camel transport knows how much time and trouble are wasted in balancing the packs evenly on both sides of the camel (a neglect of this precaution prevents the animal from proceeding,) and there is still more difficulty in raising the camels when these obstinate animals lie down under their loads. At the night encampments the troops observed all military precautions, as an attack of steppe robbers might be expected at any time; this also fatigued the men. Besides the difficulties of the march and night work, the men experienced another difficulty in the weather, which continued almost all the time unfavourable to the troops. Strong winds filling their eyes with dust, rains and cold weather succeeded each other in turn. The cold by day was sometimes followed by night frosts, which at times reached 5 deg. Reaumur, as occurred on the night of the 30th of March. Notwithstanding the hostility of the elements, the difficult marches, and night duty, the troops are in excellent spirits and good health. Sickness is very rare among them and no deaths have occurred, although the detachment has been more than a month on the march. The strength of the soldiers is greatly restored after their exertions by good food. By the arrangements of the commander of the Turkestan detachment, General Golavacheff, the nomads drive sheep into camp for sale to our troops.

"On the 5th of April, in order to keep up regular and constant communication between the detachment and Tashkend and the Russian provinces generally, a postal service was organized in the rear of the marching detachment from the station of Bur-Djar (the first station to the north of the town of Chenkend) via Kukt-Saria, Murum, Dusebra, Derk-Kuduk, Tokhta-Tau, and Tamdy, to Aristan-Bel-Kulduk. This line has been organized in the following way:—Two field-post divisions have been formed, one accompanying the staff of the Turkestan detachment, under the command of an officer; the other at the station of Bur-Djar, under the command of an official of the postal department. Only ordinary correspondence is sent by this route, and the post is despatched once a week to and from the detachment. The postal communication by this newly-established route is certainly very expeditious, both newspapers and letters are delivered quickly, in consequence of which constant communication is kept up between the members of the detachment and their homes.

"From Post Emba to Urt-Urt.—The advanced guard of the Orenburg force left Post Emba on the 26th of March. It consisted of two sotnias of Orenburg Cossacks and a force of sappers, upon whom devolved the duty of mending the road. The detachment was accompanied by 20 guides, Djigits and Chabars, and a transport service of 400 camels, 30 carts with the baggage of the Cossacks, and six equipages. It is also known that for the first few days the advanced guard had to make their way through the snow (in cold weather the frosts at night were as much as 15 deg. Reaumur). The camels suffered most, both from the cold as well as from want of food, and the horses cut their feet with the crust of ice on the surface of the snow. On the 28th of March a company of sappers were sent forward to clear the road to Ata-Djaksa, which was in places 4ft. deep in snow. On the 29th of March the cold and wind increased so that many of the men had their faces frost-bitten. On the 30th of March the advanced guard encamped at the foot of Mount Nomaz-Tau. Towards evening the cutting wind stopped. The snow was less deep, and according to reports still less deep in our front. Certainly on the 31st of March the weather improved; the thermometer in the morning registered not more than 4 deg., and it thawed in the sun in the afternoon. The snow now diminished in depth, and large patches of ground were seen bare of snow. On the 1st of April the advanced guard reached Ali-Tau in a complete thaw, plentiful brooks of melted water poured down from the hills, the clayey soil presented the appearance of continuous mud, while deep snow still lay in the ravines. Owing to the difficult journey and want of food, which, besides oats, consisted of bunches of steppe wormwood, the camels were completely exhausted, besides suffering from the cold. After halting for a day at Ali-Tau the advanced guard on the 3rd of April reached the ravine Sarandjilda. The crossing of this ravine deep in water, was satisfactorily accomplished, though not without the loss of one camel drowned. In the evening an Envoy from Isset Kutebar made his appearance at the bivouac. This Envoy was the son of the well-known robber Kutebar, one of the noted leaders of the Kirghese, who had often been at enmity with the Russians. Isset himself waited for us at Chushka-kul. On the 3rd of April the weather became quite spring like, with a strong southerly wind. Here it was ascertained that the road to Chushka-kul was dry. The advanced guard passed the night on the bank of one of the branches of the ravine of Sarandjilda, in which the water was not deeper than 2 feet in the evening. But on the 4th of April the water increased considerably and attained a depth of 8 feet. The advanced guard was obliged to cross by means of a bridge which they improvised for the occasion. On the 5th of April as soon as the advanced guard had crossed the ravine, the camels were led over by a ford, and men and baggage were transported over the bridge. On that day, at 4 o'clock in the afternoon, the detachment arrived at Chushka-kul (wild boar's lake). The lake was 5 1-3d. miles long and full of water. In summer it dries up. On its banks grow tall thick canes, and there is grass in places. Here Isset Kuteburoff, mounted on a handsome horse, rode forward to meet the advanced guard. This man is of lofty stature and very powerfully built; his appearance was imposing, his attitude silent. He was accompanied by Niaz, famed in the steppe for his cunning and eloquence. This little old man is stout and very talkative. Isset and Niaz are sworn friends, their interests having been for a long time identical. On the 6th of April the advanced guard advanced from Chushka-kul by a good road, in completely summer weather; the grass was everywhere verdant, and here and there the wild onion and field tulips were seen. At the southern end of the lake were the remains of a fort built during Perofisky's campaign. That day the advanced guard reached the banks of the Chegan, six versts from the ascent of Ust-Urt. This stream flowed with great swiftness between lofty clay banks. The grass all round was beginning to be green."

According to the latest information received by the *Invalide Russe* the Orenburg Detachment had already reached on the 18th of April Issen Chagil, near the north-western shore of the Aral Sea, and the route before them lay along the western shore of that sea.

THE RIVAL "GOVERNORS" IN LOUISIANA.

THE *Times'* Philadelphia Correspondent writes—

The crisis has passed in Louisiana without bloodshed. When the "tax-resisters" at St. Martinsville discovered that the United States' troops would support Governor Kellogg's police they abandoned their resistance and disbanded, this course being followed by all the sympathizing bands in the Bayou Teche country. Consequently the 43 metropolitan policemen from Brashear City reached St. Martinsville unopposed, the troops marching up after them. The "tax-resisters" proclaim that their opposition is only to Kellogg and not to the Federal Government; hence their submission whenever the troops are called in. Colonel de Blanc and several of his friends at St. Martinsville surrendered to the United States' troops, but were paroled. A few troops remain at St. Martinsville, but no new troubles are apprehended. Superintendent Badger and his policemen, having accomplished their object at St. Martinsville, have returned to New Orleans, and Kellogg is very much pleased at his success, and announces his purpose to suppress the malcontents whenever they may appear. A detachment of troops has been sent to Grant parish, on the Red River, to arrest the persons implicated in the recent massacre of the negroes at Colfax. The Government policy seems to be to sustain the Kellogg party whenever they get pushed to the wall in any of their conflicts, but otherwise not to interfere, excepting to prevent bloodshed.

THE GAUGE OF STATE RAILWAYS IN INDIA.

(Continued from Yesterday's Gazette).

MR. J. HAWKSHAW, Past President, said the paper referred to a former report of his, and, in fact, professed to draw from that report, to a certain extent, the data which led the author to the conclusions he had stated. But on looking at the paper and comparing it with his report, from which it purported to make extracts, he had been a good deal puzzled to make out the figures which had been ultimately put forward by the author.

It purported to deal with averages of figures given by himself, and with certain figures given by Mr. Fowler, in a report made three or four months later; but he could not discover how the conclusions arrived at could be derived from those figures. In his (Mr. Hawkshaw's) report, he had nowhere put the saving of the 3ft. 6in. gauge at a greater sum than £760 per mile; and Mr. Fowler put that saving in one case—that of the Kotree and Mooltan line—at £866, and in that of the Indus and Peshawur, at £794; and the average of these two was £830 per mile. If they took these figures, £830 per mile and £760 per mile, they got an average saving, so far, of £795 per mile; and that was the only result he could find from averaging Mr. Fowler's figures and his own. But in that £760 per mile was included a sum of £200 for saving of locomotives. Now although he (Mr. Hawkshaw) had included that sum in an aggregate, yet he stated, for reasons which he gave, that he thought it had no business to be there; and if that £200 was omitted—and the author seemed to think that it should be omitted—then the average saving derived from his report and Mr. Fowler's came only to £695 per mile. So far, therefore, if the author had followed those figures, he would have got only a sum of £695 per mile, instead of £1,000 per mile.

With regard to his own report, it was made entirely for the Eastern Bengal Railway Company, and solely had reference to whether they could judiciously make an extension of that railway on the narrow gauge, instead of on the existing gauge. In making that report he put forward the fullest possible saving that could be arrived at by adopting a narrow gauge; and he now thought he put the items of saving too high. He agreed with Mr. Harrison, that the assumed saving of £200 on curves would never be realised. He could also quite agree with Mr. Harrison, that they never would in India, by adopting the metre gauge, effect a saving of more than £400 or £500 per mile—possibly not more than £400. So much for the saving. But there were serious items on the other side of the account. In this country it was well known what those items meant; for that was a very old question, discussed thirty years ago, and which some persons reasoned upon then as the author of the paper did now; and what were the results? The results had been that those who said the evils of this break of gauge would be too serious to be borne proved to be right; and that those who said they were little and trifling, as some gentlemen then said, had been proved by experience to be quite wrong. The author of the paper said it was admitted—on what authority was not stated—that the money value, in a commercial sense, of a break of gauge was 4*d.* per ton. He need only say, to gentlemen who were acquainted with this subject, that the author ought not to have stated that any such thing was admitted. In fact, nothing could be more erroneous. Possibly the author might have got that figure from his (Mr. Hawkshaw's) report; for, in referring to the evils of this change of gauge; and alluding to what occurred thirty years ago, he stated the commercial inconvenience had been estimated at from 4*d.* to 8*d.* and 1*s.* per ton; but then he went on to say, that experience had shown those estimates to be quite fallacious.

Then the author of the paper measured this question in another way. He dealt with the present income of Indian railways, and said they now only made 3 per cent.; and he seemed to infer, because they only made 3 per cent., they were only carrying three-fifths of the traffic they were intended to carry; and therefore the metre gauge could carry that amount, &c. Now an argument of that sort, applied to Indian railways, would mislead. He remembered the time when the Lancashire and Yorkshire railway earned only 2½ per cent.; that company was now about to declare a dividend of 9½ per cent. By parity of reasoning, men living at that day might have said, "This gauge is altogether wrong: you gentlemen do not know what you are about. You are making only 2½ per cent., and you ought to have had a gauge of 2 ft. 9in." But there was an item which the author overlooked with regard to the Indian empire, and with regard to the question of dividend. He believed it could be clearly proved that every nation gained as much from every railway that was made as the proprietors gained—nay, he believed it gained much more. He had occasion about the year 1850, at the time the Lancashire and Yorkshire railway was earning only 2½ per cent., to go before a Committee of the House Commons to advocate a Bill which proposed to increase the tolls, which they thought were too low. The Board of Trade reported against the increase, which was natural; but he thought he satisfied the Committee that, though the Railway Company was only earning 2½ per cent., the districts through which the railway ran were receiving more than that percentage on the capital which had been expended in making the railway. Therefore he must maintain that it was a grievous error in advising those gentlemen who had the control of affairs in India in coming to conclusions as to the extension of railways to negative the advantages to the country through which they passed. He believed that the gain to India, from the railways, would probably be nearly double the dividend which they afforded to the railway proprietors.

There was another point on which he laid great stress, but of which the author appeared to think lightly, namely, the questions of the gauge and of the character of the railway, in a strategic point of view. He should not have ventured to have spoken on that branch of the subject had he not, with others, had occasion, at the request of the War Office, to advise as to the means of moving troops in this country by means of the existing railways. They then learnt the difficulty of the task. He thought it of vast importance to a country like India—even more important than to this country—that they should be able to pass troops by railway with the least possible obstruction; but the author of the paper said there would always be ample notice of an invasion of India, and that there would be opportunity for proceeding "with the utmost deliberation" in massing troops at some particular place there to await the invaders. Suppose that the invaders did give notice they were coming, and that the British Government had time to get troops to a certain point with deliberation—if the troops were to be kept waiting at that spot, he should like to know what the expense of that would be? But besides an invasion, might there not also be another Indian mutiny, to put down which the troops might have, at an hour's notice, to be carried with the utmost rapidity to another point? Therefore one effect of this broken network of railways in India must be to delay transport, and to add to the confusion, always too great, in such cases under the most favourable circumstances; this, in his opinion, apart from all commercial questions, might render the proposal now made, if persisted in, one of the greatest calamities that could be brought upon the country. At all events, he would say, do not proceed with this great "programme," as the author called it, of making 10,000 miles of metre gauge, without a thorough and efficient inquiry. Let those gentlemen who supported this measure go before some committee or commission, capable of understanding and of testing their statements; to arrive at a decision without some such previous step, would be, in his opinion, one of the most unusual proceedings that he could imagine in any country. He would not then make any further observations, because some of the remarks he had made had already appeared in his report. He would only add that, neither personally nor professionally, had he any interest in the question of what gauge was adopted in India. He, however, conceived that a most unwise and crude scheme had been suddenly propounded, without due consideration, and that if the Government persisted in carrying it into execution, it would be a consummate act of folly.

MR. J. ALLPORT said, that as his experience in the working of railways had extended over a great many years and for a considerable portion of the time in connection with the break of gauge, he might venture, without alluding especially to Indian railways, to state what his views were of a break of gauge, and also of the relative advantages of the broad and narrow gauge in this country.

With regard to the break of gauge, his experience had been considerable for some years past, inasmuch as a portion of the Midland railway had been constructed on the broad, and another portion on the narrow gauge. The break took place at Gloucester, and such were the evils it entailed, that many years ago the company determined, at great cost, to make eight miles of narrow-gauge line, and to convert the old line into a mixed gauge—the Act authorising the conversion, providing, however, that the broad gauge should not be taken up; and though that broad gauge, by Act of Parliament, was obliged to be kept down, because it was in connection with the broad gauge from Bristol and also from Gloucester, yet from the time the narrow gauge was opened, not a single engine passed over that broad gauge to and from Gloucester, and the greater part of the rails had been kept down almost to the present day—certainly till within the last twelve months. Now the transfer of the traffic at Gloucester was so great an evil, that the South Wales railway and the Midland railway absolutely made arrangements for allowing eight miles of mileage to compensate for that break of gauge; whilst in another case, the allowance was now twenty miles. He had frequently had occasion to mention it before committees of Parliament: he thought in all cases the delay of the break of gauge was never less than one day and very frequently two days.

The question of salt had been alluded to, and up to the present day a large amount of salt was transhipped from the narrow to the broad gauge at Bristol, and that was done, not only at considerable expense, but at great loss.

In reply to Mr. Thornton's question—through the President—of what quantity of salt was brought, Mr. Allport said, that not intending to take part in the discussion, he had not brought any figures with him but there were many thousand tons a year, but whether it was 10,000 or 100,000, the question was the same. There could be no question that upon low-priced articles like salt and coal, the break of gauge was destructive to the traffic; and he ventured to ask practical men whether it was possible, looking at the mineral traffic carried on many British lines—taking the Midland railway as an example, carrying between eight and nine millions of tons of coal alone—with all the appliances that could be arranged, to transhipment that quantity of traffic; large or small, the question of cost per ton must be the same, providing there was sufficient traffic to occupy a certain number of men, wagons, and trucks. And it must be a poor traffic indeed that would make the cost, because of its smallness, larger per ton than if they had a large traffic to deal with.

With regard to the goods traffic generally, a narrow-gauge truck would take from 5 tons to 6 tons, and a broad-gauge truck would carry 10 tons. Suppose they had not 10 tons to put into a board-gauge truck, they had consequently to take the same quantity in the broad-gauge truck that could have been loaded into a narrow-gauge truck, and that, he need not remark, was a great loss; such was the practical experience of men who had had this transhipment under their observation. The result was, they transferred from the narrow-gauge to the broad-gauge the same goods, and the extra weight of the broad-gauge trucks must be so much loss as dead weight.

A few years ago experiments were made at the instance of the War Office, in loading a battery of six guns, with horses and equipments, partly at the King's Cross Station and partly at the Euston Station, to travel a certain distance and then to unload. Anyone who witnessed the operation must be convinced that to tranship an army of even only 20,000 men or 30,000 with horses and equipments, would be so prejudicial and would cause such a vast loss of time, that it would be better, in his judgment, for the army to march by the road rather than to undergo that transhipment. He did not believe it could be done. The difficulty of getting horses out of one truck and putting them into another was so great, that he did not think any officer would undertake the task; and as to the guns, the difficulty of getting them loaded and then shifted to a different gauge would be so great, that the time lost and the expense of it would justify a commanding officer in deciding to take his guns by road rather than by railway. He knew from experience the difficulty of getting a large number of horses into trucks of the 4 ft. 8½ in. gauge; how they were to be carried on the metre gauge he was at a loss to understand; and he thought that remark would apply to a very large amount of what was termed the 'impedimenta' of an army. Then, again, with regard to the men—they could not be expected to carry all their accoutrements with them in the carriages. In the conveyance of troops the muskets were generally put into separate vans, and it was an easy thing if they had 50 trucks of one gauge to put their contents into 50 other trucks of the same size and gauge, much easier than to put the loads of 50 broad-gauge trucks into 70 or 80 narrow-gauge trucks. The difficulty of the men finding what belonged to them would increase the difficulty of moving an army under such circumstances. This last autumn he was requested, being in Canada, to give his opinion with respect to the Grand Trunk railway in that country. One of the first difficulties that struck him was the break of gauge on that railway. After discussing the question with the President of the company the Engineer, and the Manager, it was decided unanimously to recommend the shareholders to expend a very large sum of money in altering the gauge of that line. He regretted that the poverty of the company compelled them to limit the change of gauge to a certain portion of the line only, as he was convinced it would have been a great benefit to them if they had altered their entire system to the ordinary gauge of that country. He regretted he had no facts and figures with him to bear out what had been said by the last speaker and by Captain Galton. He thought if there was a curse on a railway system in any country, it was having different gauges. It was the duty of the Government of any country to insist upon a uniform gauge. The adoption of the narrow-gauge for the lines proposed in India might entail the loss of that country to the governing classes; and he would strongly urge upon all who had any influence in deciding this question to insist upon the entire railway system of India being constructed upon one uniform gauge. He did not wish to say the metre gauge was superior or inferior to the 4 ft. 8½ in., the 5 ft., or the 5 ft. 6 in. gauge. He had, however, a strong opinion in favour of the 4 ft. 8½ in., or, at the most, the 5 ft. gauge; but what he did say was, that in his judgment, for the welfare of the country it was imperative upon the Government to insist upon one uniform gauge.

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